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[63-2

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The Daily Press.

HONGKONG, JANUARY 15TH, 1914.

IT is sixteen years since Japan experienced so terrible a disaster from volcanic eruptions, earthquakes and tidal waves, which usually occur at one and the same time, as that recorded in the telegrams we publish this morning. As most of our readers know, by far the greater portion of Japan is covered by mountains, many of which are volcanoes, either active or extinct. Fujiyama, "the peerless mountain," which appears in Japanese artistic designs so frequently, was in eruption two centuries ago, and Mr. BASIL CHAMBERLAIN, the well-known authority on things Japanese, gives a list of volcanoes active in more recent years which includes Asama (mentioned in our Tokyo correspondent's telegram as now again active), Shirane-san, and Bandai-san, in Eastern Japan, Vries Island (Oshima), not far from the entrance to Yokohama harbour, Aso-san in Kyushu, which has the largest crater in the world, and the beautifully shaped Komagatake, near Hakodate. Others described as "extinct or quiescent" are Ontake, Hakusan, Tateyama, Nantai-san, Chokai-san, Iide-san, Ganju-san, and Iwaki-Yama on the mainland, and Sakurajima, Kirishima-Yama and Unzen-ga-take in Kyushu. Hundreds of tourists are familiar with many of these volcanoes. It is significant that the Sakurajima, the volcano which has wrought such terrible havoc in the Kagoshima prefecture, and also Kirishimayama, also reported to be now in a state of activity, figure in the above classification as among the "extinct or quiescent" volcanoes. The city of Kagoshima, which one telegram describes as having been overwhelmed by the eruption, is the capital of the prefecture of Kyushiu, and is situated 88 miles S.E. of Nagasaki. It is one of the most ancient cities of Japan and is noted chiefly for its manufactures of pottery in imitation of "old Satsuma." Kagoshima figures in the history of foreign intercourse with Japan as having been bombarded by a British squadron in 1863, when most of the forts were dismantled. Situated opposite the volcanic island of Sakurajima, it must have suffered badly from the eruption, which is reported to have thrown "enormous blocks of stone" a distance of twenty miles, but the population of the city—about seventy thousand in number—would seem to have had time to flee for safety beyond the reach of the burning streams of lava, and it is to be hoped that when the full details come to be known that they will show a less appalling loss of life than other similar disasters in Japan which have occurred within the past twenty-five years. Among these have been the earthquakes in Mino, Owari in October, 1891, when 222,501 houses were destroyed, 7,273 persons killed, and 17,175 injured; and the disaster in the Sanriku districts in June, 1896, when 27,122 persons were killed and 9,247 injured. No one who has not seen the terrible destruction wrought by severe earthquakes can imagine the horrors of the scene. The writer travelled over some eighty of the two hundred odd miles in the Sanriku districts in 1896 devastated by earthquake and tidal wave and the experience is one never to be forgotten.

The cause of earthquakes is still obscure, but the most probable causes are believed to be the "faulting" which results from elevations and depressions of the earth's surface, the infiltration of water to great depths and the consequent generation of steam, and the caving in of hollows produced in all probability by chemical degradation. It is patent that volcanic and earthquake-shaken regions are almost always adjacent to areas of depression. The greatest area of depression in the world is the Pacific basin, and accordingly, say the authorities, "round its borders, from Kamchatka through the Kuriles to Japan, thence through a line of small islands to the Philippines and to Java, then eastward to New Zealand and right up the Western Coast of South America, is grouped the mightest array of volcanoes that the world contains." It is a noteworthy coincidence that the telegrams to-day also report earthquake shocks and a tidal wave at Callao, on the South American coast. Earthquakes unfortunately can neither be prevented nor foretold. The seismological experts of Japan taking observations over a period of thirteen years recorded no less than 17,750 earthquakes, giving an average of 1,356 a year, "excluding minor vibrations recorded only by delicate instruments." "The daily average of a little more than 3½ earthquakes," remarks a Japanese writer, "may appear rather startling, but it must be remembered that the frequency of minor shocks tends to bind the strata by removing weak cleavages, and will therefore have the effect of preventing the severer ones. It is when seismic disturbances are unusually scarce that the danger of disastrous earthquakes occurring is greatest." We note the further statement in the same work on the subject that there have been in 300 years but 108 earthquakes in Japan which can be described as of "a more or less disastrous character," and that a really severe earthquake occurs but once in a man's lifetime. But the statistical record in the book, unfortunately for the comforting reflection of the writer, shows no fewer than nine "severe earthquakes" in fifty years involving great destruction of property and loss of life. The deepest sympathy will be felt with the Japanese Government and people in this calamity at Kagoshima, occurring as it does at a time when they are confronted in the Northern part of the country with an even more appalling calamity of another character, which according to the official announcement has brought ten million inhabitants to the brink of starvation.

Inland Lot 1315, together with the buildings thereon known as No. 23, Morrison Hill Road was sold at public auction by Mr. G. P. Lammert to Mr. Chan Tsz Cheuk for $21,000.

We are asked to state that the booking for the Philharmonic Concert to be given on Saturday, February 7th, in the Theatre Royal, will open at the Anderson Music Co. on Monday next.

Several lots for the erection of booths and matsheds at the Race Course, for the annual race meeting are advertised to be let at public auction by Messrs. Hughes & Hough this afternoon.

Before the Magistrate yesterday a Chinese cabin boy from the *Monteagle* appeared on charges of being in unlawful possession of arms and ammunition and 10 taels of opium. The case was remanded.

A heavy rod of iron fell from a house in course of erection in Pound Lane on Tuesday on to a woman, passing below. The woman received injuries which necessitated her removal to the hospital. Two men have been arrested in connection with the matter.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE FAMINE IN JAPAN.

TEN MILLIONS ON THE BRINK OF STARVATION.

TOKYO, January 13th.

The Government announces that ten million persons are on the brink of starvation in the Hokkaido and the Northern Provinces.

The federated missions make a public appeal for help.

VOLCANIC ERUPTIONS IN JAPAN.

ENORMOUS DAMAGE.

TOKYO, January 14th.

The City of Kagoshima has been overwhelmed by the eruption of the volcano Sakurajima.

No details are yet obtainable as the telegraph lines are down.

Grave fears are entertained that there has been great loss of life and destruction of property, and warships have been dispatched to render assistance.

The volcano Kirishima, North of Kagoshima, has also broken into eruption, while the volcano Asama, near Karuizawa, is in a state of continued activity, showing the eruptions to be general.

[THROUGH REUTER'S AGENCY.]

EARTHQUAKES AND TIDAL WAVE FOLLOW THE ERUPTION.

A BRAVE TELEGRAPH OPERATOR.

TOKYO, January 14th.

A telegram from Kagoshima says that since Saturday there have been 60 earthquakes daily, culminating in a terrific eruption on the Island of Sakurajima. One village has been destroyed, and it is feared that others will be wiped out by the flames. Lava has reached Kagoshima City. The situation is serious.

LATER.

In the eruption at Sakurajima, enormous blocks of stone were thrown a distance of 20 miles. The whole island is aflame, and 70,000 persons have fled from Kagoshima, the telegraph operator alone remaining. He telegraphs that the city is covered with ashes and smoke.

The earthquakes were even more horrible than the eruption.

The total casualties are unknown.

A tidal wave has added to the horrors at Kagoshima, where extensive damage has been done, and many people have been killed.

The damage created has been enormous. Two Japanese Squadrons are proceeding at full speed to the distressed district.

CALLAO INUNDATED.

EARTHQUAKE AND TIDAL WAVE.

LIMA, January 14th.

The lower quarters of Callao (Peru) were inundated yesterday morning by a great tidal wave, simultaneously with earthquake shocks, lasting 55 seconds. There were no fatalities.

ENORMOUS FIRE IN MONTREAL.

MONTREAL, January 14th.

Fire is raging in the "wholesale" district, and threatens to destroy the Roman Catholic Cathedral of Notre Dame, and a section of the town from the Cathedral to the water front. Many firemen have been injured. The temperature is 25 below zero.

PREMIER ON HOLIDAY.

LONDON, January 14th.

Mr. Asquith has left for Paris *en route* to the Riviera, to join Mrs. Asquith.

THE CHANCELLOR OF THE EXCHEQUER.

LONDON, January 14th.

Mr. Lloyd George has arrived in London, and has said that he returned from North Africa on account of the weather.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BIG STRIKE IN SOUTH AFRICA.

SITUATION GROWING WORSE.

LONDON, January 14th.

It is ascertained that there are sufficient food supplies in cold storage at Johannesburg to last for two months. The Committee for Public Safety notifies that steps have been taken to ensure a regular provision of the necessaries of life to all classes at regulated prices.

A general strike is regarded at Pretoria as a foregone conclusion.

It is announced that the Imperial Government has authorised the Union to use Imperial troops if necessary.

The strike to-day is spreading rather than diminishing and all preparations are being made to cope with the situation.

GENERAL STRIKE DECLARED AND MARTIAL LAW PROCLAIMED.

Martial law was proclaimed in railway spheres in the Transvaal, Orange Free State, and Natal yesterday evening, after the Federation of Trades had declared a general strike. The miners will cease work this afternoon.

NO TROUBLE WITH THE NATIVES EXPECTED.

Sir Louis Botha, as Minister for Native Affairs, circularised the native compounds explaining the position and calling on the men to keep quiet. No trouble is anticipated with the natives, but all precautions are being taken, and special guards have been appointed in the various compounds.

THE LEEDS STRIKE.

LONDON, January 14th.

The strike at Leeds has been formally settled.

"THE IDOL'S EYE."

LIEUTENANT CROSSE'S NEW PIECE.

Lieutenant Crosse, who will be remembered as the author of that amusing playlet "The Cook," has produced a new comic opera entitled "The Idol's Eye." It is to be played for the first time at the City Hall on February 12th, and two subsequent performances will be given, though the dates for these have not yet been definitely fixed. The scene, we understand, is laid partly in London and partly in the interior of China, and some very fine spectacular effects are promised. The music, which has been orchestrated by Mr. Roberts, the Bandmaster of the D.C.L.I., is entirely composed by Lieutenant Crosse, and whilst some of it is of a very high order and will appeal to virtuosos, it is interspersed with those light and tuneful numbers which are beloved by the patrons of musical comedy. An admirable *caste* has been obtained and we learn that the rehearsals are well advanced.

The proceeds will be devoted as usual mainly to deserving local charities. We are all much indebted to Lieutenant Crosse for his indefatigable energy in thus adding to the brightness of the Hongkong Race Week.

PRISONER ESCAPES FROM HOSPITAL.

A Chinese prisoner who had served about half his sentence after conviction on a charge of armed robbery, was removed from the gaol to the hospital suffering from dysentery. As usual, a guard was placed over him, but he managed to give them the slip somehow early yesterday morning, and escaped.

THE "SOLICITOR-GENERAL OF HONGKONG."

The following paragraph from the *Malay Mail* of December 31st will interest Hongkong residents:—

"Mr. W. B. Wilkinson, Solicitor-General, Hongkong, who is passing through by the *Nyanza*, was in Kuala Lumpur to-day."

Hongkong has its Attorney-General, and possibly some day, in the dim and distant future, it may have its Solicitor-General as well, but no such appointment has been gazetted yet. Mr. C. D. Wilkinson recently returned to the Colony on the *Nyanza*, and the paragraph doubtless refers to him, but congratulations upon his appointment as "Solicitor-General" would be premature at present.

At the Magistracy yesterday Inspector Fenton prosecuted a Chinese for being in unlawful possession of four pounds of morphine. The case was remanded until the 26th inst., bail being fixed at $2,000.

TELEGRAMS.

["*DER OSTASIATISCHER LLOYD*" *SERVICE.*]

CHINA SERVICE.

AN EXPECTANT TUTUH.

PEKING, January 14th.

It is reported that the appointment of Tuan Tse Kuei to the Tutuhship of Hupeh or Honan is shortly expected.

THE CHINESE CONSTITUTION.

PEKING, January 14th.

The majority of the Political Committee favours reforming the Cabinet under the direct authority of the President.

The sub-committee for drafting the Constitution is to be convened towards the end of June. It will consist of 42 representatives of the Provinces and 10 Chairmen entrusted exclusively with the task of deliberating on the Constitution. It will not sit longer than two months and not begin sitting until the Political Committee has completed its own work.

ADMINISTRATIVE CHANGES IN SZECHUAN.

PEKING, January 14th.

The post of Frontier-Commissary in Szechuan has been abolished, but there will be Frontier Residents with smaller powers under the control of the Tutuh of Szechuan. Shang-yi has been appointed a Frontier Resident.

EUROPEAN SERVICE.

THE REICHSTAG.

BERLIN, January 13th.

The Reichstag has been re-convened after the vacation.

THE GERMAN MINISTER TO TANGIER.

BERLIN, January 13th.

Baron Seckendorff, the German Minister to Tangier, has returned to his post.

THE TRIPLE ALLIANCE AND THE ÆGEAN ISLANDS.

BERLIN, January 13th.

The Ambassadors of the Triple Alliance have handed to Sir Edward Grey Notes endorsing his proposals concerning the islands in dispute between Turkey and Greece.

GENERAL V. LIMAN'S NEW POST.

BERLIN, January 13th.

The Parisian Press declares that the giving up of the Command of Constantinople and the Dardanelles by General von Liman is no concession to Russia, since his influence as Inspector-General will be even greater.

THE FLOODS ON BALTIC COAST.

BERLIN, January 13th.

Under the presidency of H.I.H. the Crown Prince relief measures are being taken in aid of the sufferers by the flood.

NEW STEAMSHIP SERVICE.

LONDON, January 13th.

The "Hansa" Line of Bremen has started a new steamship service in conjunction with Swedish Companies. A monthly service from Sweden and Norway to India and Rangoon has been arranged.

THE SITUATION IN SOUTH AFRICA.

LONDON, January 13th.

Although order has been preserved in South Africa so far, thanks to the imposing levy of Militia, yet the conflict is more acute than ever. The unions have not completed their ballots, but a majority for the general strike is expected to result.

At Johannesburg work is absolutely at a standstill.

The Rand is afforded protection by 20,000 armed burghers.

THE NEW FRENCH AMBASSADOR TO RUSSIA.

LONDON, January 13th.

The successor of M. Delcassé, at St. Petersburg, M. Paleologue, is known as one of the ablest French Diplomats and as especially conversant with the Balkan questions.

THE BRITISH PRIME MINISTER.

LONDON, January 13th.

Mr. Asquith leaves to-day for France, ostensibly on private affairs, but probably for a conference with French statesmen on the Naval question.

TELEGRAMS.

["*DER OSTASIATISCHER LLOYD*" *SERVICE.*]

THE PRUSSIAN CHAMBER.

SPEECH BY THE CHANCELLOR.

BERLIN, January 13th.

The Imperial Chancellor, Dr. von Bethmann-Hollweg, criticized in the Prussian Chamber the attitude of the Conservatives in regard to the new Bill of Taxes, and his remarks were greeted with applause by Liberals and Clericals. The Chancellor said that the Government reserved to itself the time for placing the Bill for the Reform of Elections before the Diet, but would not do so this Session. He announced, amid universal applause, that the Duke of Brunswick had requested him to declare that the claim of the Hannoverian Welf party that they had been authorized by him was untrue and contradictory to his will.

LOCAL SPORT.

HONGKONG CRICKET CLUB.

The following will represent the Hongkong Cricket Club against Craigengower C. C. in the League on Saturday, 17th January at Happy Valley, play to commence at 2.15 p.m.:—A. C. E. Elborough, (Captain), Dr. G. E. Aubrey, R. N. Anderson, F. K. Brownrigg, C. C. Clarke, A. A. Claxton, P. H. Cobb, R. Kennedy, S. S. Moore, T. E. Pearce, and R. P. Thursfield.

RUGBY FOOTBALL.

CLUB TOO GOOD FOR THE ARMY.

The game between the Club and the Army did not produce the good football expected. Most of the play was confined to the forwards, and each player was so anxious to win that there was much more bustle than good consistent movements. However, the game was always exhilarating and the large crowd of spectators enjoyed it thoroughly. Owing to the late arrival of the G.O.C. the commencement of the game was delayed.

In the opening five minutes Rouse made himself conspicuous by several times endeavouring to penetrate a wall of Army forwards, with the obvious result, and in each instance the other threequarters had a more or less clear run. Once Joseland was unmarked about ten yards out when Rouse doubled inwards, and endeavoured to burst through the defence with the aid of his speed. But Rouse is always a strenuous worker, and anxious to impart life into the team by his own "here and there" methods. Just after this, the weight in the Army forward line changed the direction of the ball, and twice, Leslie once, and then Bagnall, made individual efforts which at first had all the possibilities of points. Stern tackling alone kept them out, and quite a tussle took place almost on the Club line. Gradually, however, the more skillful footwork of the Club forwards got the Army defence on the run. An infringement occurred in the process, but the place kick, although taken in a very likely position, went wide. Then Rouse, who had been waiting his opportunity, nipped in and secured the ball, and at once sent it out to Joseland. The latter quickly realised the field, and passed the ball back to Rouse. There was some entertaining inter-passing at top speed, and in the end Mowers ran over behind the posts, Linton supplementing the score.

There was a lot more dash in the Army players after change of ends. Twice Blagrove, who was equally as elusive as his *vis-a-vis*, struggled through, eventually to be brought down near the line. At last he saw his chance, and following a similar movement to that successful one initiated by Rouse, Pym scored behind the posts. The kick was a miserable effort, the ball going low and wide. This was followed by a lot of rushes on the part of the Club forwards, which were more on less haphazard. Then, in a good position Rouse managed to get in a mark, and Linton kicked a fine goal. The Army made some exhilarating efforts to cover up the arrears. Blagrove especially putting in some fine work. When Thickness got clear away everyone expected a try, but when faced by the diminutive Robson the scrum half threw the ball away, for no-one was up to take the pass. Thickness might very well have risked a meeting with, or avoidance of, the Club's full back. Another try by Rouse placed the game out of reach of the Army. From a scrum five yards out, Clarke scooped the ball out and passed quickly to Rouse, who just had sufficient room to swing quickly around and score. The kick by Linton was wide. Up to the end the Club never looked like losing their lead, and thus won by 2 goals (one placed), 1 try (11 points), to 1 try (3 points). Mr. Raymond was a most capable referee.

SUPREME COURT.

Wednesday, January 14th.

IN APPELLATE JURISDICTION.

BEFORE THE CHIEF JUSTICE, SIR WM. REES DAVIES, K.C., AND MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

THE CLAIM BY THE CANTON GOVERNMENT.

The hearing was resumed in the action between Lung Choi Kwong, Governor-General of the Province of Kwangtung, and Woo Ming-pun, Commissioner of Finance for the Province of Kwangtung and the Republic of China, against Chung Sau Nam, and the Russo-Asiatic Bank, in which the claim is for the return of $150,000, property of the Government of the Province of Kwangtung, which sum was had and received by Chung Sau Nam for the purpose of being remitted forthwith to Nanking, but which defendant has not remitted, but has mis-appropriated to his own use, the said sum, or portion thereof, now being deposited in the defendant Bank. In the alternative the plaintiffs claim from the defendant $150,000, as liquidated damages. The motion was that the action be dismissed as frivolous, vexatious, and an abuse of the process of the Court.

Sir Francis Piggott and Mr. G. C. Alabaster (instructed by Mr. W. B. Hind, of Mr. G. K. Hall Brutton's office), represented Chung Sau Nam; and Mr. E. H. Sharp, K.C., Mr. Eldon Potter, and Mr. F. C. Jenkin (instructed by Mr. Hastings), were for the Chinese officials.

Sir Francis Piggott said with regard to the question of affidavit, which was mentioned the previous day, that he had had one drawn up in reply to Mr. Master's, and it would be filed if necessary. He doubted, however, very much whether it would be read at all, but he wanted to safeguard his position in case it was admissible.

Sir Francis then proceeded to deal with his third point—the complete disregard (by the plaintiffs) of the fundamental principles which govern the bringing of actions in English Courts. He went on to say also, that the statement of claim could only stand at all if it was elaborated in the following way—that Chung Sau Nam had and received this money from the plaintiff Government to send to the rebels at Nanking, on behalf of the plaintiff Government.

The Puisne Judge then gave expression to a difficulty which he said he felt. Assuming that an usurping Government came in and turned out the actual Government, and that that Government was afterwards turned out and done away with and the other Government came in and stood in the shoes of the usurping Government, how would it stand as regards property?

Sir Francis Piggott replied that he intended later to deal with that point exhaustively; it would be better for the Court that he should do so. At the present time he was looking at the case in the light of common-sense, and upon general principles; on the broad general principles of bringing actions. Actions, he added, were to enforce rights and duties, actual and not imaginary; and because of that, there must be a duty to the plaintiffs which the defendant had broken. That was the only way in which the claim could stand. There must be a duty passing from defendant to the plaintiff which the defendant had broken; and looking at the general principles scientifically there was no duty owed by the defendant to the plaintiff to send that money to the rebel troops at Nanking. On general principles that was a complete answer to that case, and that justified the dismissal of the action. At the first reading of the statement of claim there was a little doubt whether that was an action for money had and received or for conversion. The term "had and received" was applied to the money; those were the technical words which were used in actions for money; "had and received," and misappropriation was the only term which they would use in connection with conversion. In connection with that sort of action—that was to say, misapplication of money—there were only two forms of action which could be brought: "had and received," and "conversion." It was perfectly clear on the authorities that they could not bring both, and in one claim they could not allege both. That was established law which was laid down.

In reply to the Chief Justice, Sir Francis said that the motion must be dismissed because the statement of claim did not contain any cause of action, and he would give modern authority in support of that. He wanted to look at that action as if it were an action for money had and received, and the facts were simple. Chan Kwing-ming gave the order, the money was given into the hands of the defendant by the order of Chan Kwing-ming, but money "had and received" would not lie between the principal against the sub-agent. That also was law laid down, and in that case the principal would be the Government, Chung Sau Nam the agent and defendant the sub-agent. That was how plaintiffs had framed their case. Such an action would not lie. He had no doubt, however, that the idea of the statement of claim was that it was really an action of conversion, because the gist of the action was the alleged misappropriation. Any conversion of goods, contrary to specific order, was conversion. In this case the alleged duty was to remit money to Nanking, as he had said, which must be on behalf of the plaintiffs. Therefore, the action was shorn of all technicalities; it was for a breach of that duty; not sending the money to Nanking on behalf of the plaintiffs. But "wrong must be done to the plaintiffs in respect of a duty owed to him by the defendants." In other words, that the specific orders which had been disobeyed must have been given by the plaintiff to the defendant. They had to consider "what must," and not "what may."

Dealing with what he called "the money," Sir Francis Piggott emphasised the fact that money does not found jurisdiction, and that the existence of money did not justify unsound procedure, and an impossible statement of claim to lay hands upon the money. Foreign Governments must comply with their procedure. "I don't want to be extreme, but I am going to say something which I hope will not startle your Lordships," added Sir Francis. "I contend that the rule of rebellion, so far as English Courts are concerned, is 'catch as catch can.'" Even supposing that the money was mere plunder by the defendant during the rebellion, it was more than doubtful whether the Court could assist. If there had been confiscation (the usual procedure in such cases), the Court could certainly not assist, for the penal and financial laws of other countries were not recognised. If English Courts would not meddle with internal affairs of other nations in time of peace, they will not in time of war or rebellion. And supposing that Chan Kwing-ming was the defendant (which he was not), again the Court could not assist, for it would be an act done while he held the power during the rebellion, and intricate questions must arise. The procedure of the Court and jurisprudence of action were framed on a scale of peace, and were not devised to supply foreign nations with means of recovering spoils of war or rebellion. One reason stood out pre-eminent: the Court must know the facts on which an alleged cause of action was based, lest, in giving judgment, it got hopelessly wrong: and judgment might have been given on that statement of claim without the Court knowing one single fact. Public policy was a very good reason why the plaintiffs should not succeed. He had contented himself with relying on facts, although he had intended to rely on facts to "gild the rose," but the question he had submitted to the Court was one of construction alone, one of law, and one of high public law. In that argument on construction he said that Yuan's proclamation was an "act of State" which swept away all the shallow sophistries which could be based on Chan Kwing-ming's proclamation of independence; while it left the essential facts staring them in the face, it was a declaration of independence, and it was acted on as such. In a lesser degree also, the acquiescence of So Chun-so, and of Tutuh Lung himself, cut away the ground from under the impossible denial of patent facts on which that action was based. If ever there was a case in which doctrine prohibiting approbation and reprobation in a Court of Justice applied, that was one. He would say further, that the denial of patent facts, supported by public documents, was unworthy of a Government. As in the Remington *v.* Scales case, where the defence was a sham when the facts were known, so here was a sham action, when the public facts were known. "It is a sham because the plaintiffs have no right of suit in an English Court," concluded Sir Francis, "and it is a sham because, even if they could, sue, their action in the circumstances, and also the action, if it were brought by the Central Government, it does not fall within the narrow limits of actions permissible in those circumstances as laid down in McRae's case. And it is also a sham because the cause of action, as laid, is at variance with the most elementary rules governing the bringing of actions in the English Courts. It must, therefore, be struck out as an abuse of the process of the Court. As in the case of the Republic of Peru *v.* Dreyfus, the Court must say:—'If this were the trial, I should have decided against the plaintiff without hesitation.'"

Mr. Sharp, in replying, dealt at the outset with the connective history of the rebellion, and the position of Chan Kwing-ming at the time of the alleged offence, and his relations towards Yuan. He referred to an affidavit in which a person present at the last meeting of the Provincial Assembly said that Chan Kwing-ming "drew his sword, banged it on the table and said: 'I do not care whether you help me (to remove Yuan) or not.' Many men got up to leave the meeting, but were stopped by Chan Kwing-ming's own bodyguard." No resolution was come to at this last meeting of the Assembly before Chan Kwing-ming fled. There was no reference at all to the establishment of an independent State of Kwangtung. There was, he submitted, no movement against the Republic of China. It was merely against the continuation in office of Yuan.

The Puisne Judge—It came to this: the forceful removal of the head of the State from his position.

Mr. Sharp replied that that was a long step, but that was really the state of affairs. The question that Kwangtung was an independent State was one which should not have been put before their Lordships to decide at that stage. His friend had said that a personal movement against Yuan was equal to a movement against the republic of China, or against a King. Speaking of this, Mr. Sharp said that the King was the State, and it had never been suggested that a President was the State. Opposition to the King was opposition to the State, but opposition to the President was merely opposition to one of the elected officers of the Government, temporarily appointed by the people to fill that office, and removable by the people, without affecting the integrity of the State. The republic of China was the State. The King was the State, and in certain cases he was allowed to sue as being the State, because he was the State. Any officer of the State was allowed to sue in that capacity when he was authorised to do so.

The Puisne Judge—Assuming some Americans rose against the President to remove him, do you not think that would be high treason?

Mr. Sharp—I question that; he is not the State. The law in America might say he is.

The Puisne Judge—That may be so in America.

Mr. Sharp—We have to take an English view of the matter. The King is the State, and no officer of a republic occupies a position analagous to that of the King, but the whole State occupies a position analagous to that of the King.

The Chief Justice also asked if a rising against the President, with a view to his removal, did not amount to treason.

Mr. Sharp did not think so, and said that this was not a rising against the republic and it was not a rising against the State, neither was it an attempt to establish an independency. That was the real point. But assuming, as did Sir Francis, that the general idea was to create an independency of Kwangtung then it was a big failure.

The hearing was subsequently adjourned until this morning.

PROGRESS OF BRITISH NORTH BORNEO.

Sir West Ridgeway, presiding at the half-yearly meeting of the British North Borneo Company, said that the policy of the Court was one of vigorous development. The money which they were spending in that way promised to be highly remunerative, and the shareholders were already reaping, to some extent, the fruits of the policy. The Court proposed to encourage the immigration of Northern Chinese as settlers in contradistinction to labourers. The Chinese Government had agreed to the principles of a scheme, and the first batch of immigrants, comprising 106 families, arrival in Borneo on the 7th inst. The construction of the railway loomed large in the programme of the directors. They had already spent £112,000 on it, and a further considerable sum was to be spent on it before it was entirely transformed from a pioneer into a "permanent railway." As an instance of what they might expect as the result of the reconstruction, he was pleased to be able to say that during the first half of the current year the receipts had been at the rate of £23,000 per annum, which was more than £2,000 better than during the preceeding year. From cabled reports since the end of June last, the directors left confident that the revenue derived from that source during 1913 would exceed the revenue of 1912 by at least £3,000.

At the meeting in July the rescinding of the mineral concession held by the British Borneo Exploration Company was strongly advocated. He then pointed out that so long as the Exploration Company fulfilled certain conditions the British North Borneo Company were powerless in the matter. The directors had nevertheless been in negotiation with the board of the Exploration Company with a view to the surrender of the concession, and had made an offer which they had reason to believe would be successful. If that should be the case the rights granted to the Exploration Company would revert to the Government, and it would then be for the Court to consider what the next step would be. Comparing the result of the first six months of this year's working with that of the corresponding period of 1912, the company's revenue receipts had increased by £17,000. There was no reason to anticipate that this rate of increase would show any falling off during the remaining six months of the year.

HONGKONG BENEVOLENT SOCIETY.

ANNUAL MEETING.

The Hon. Mr. J. A. S. Bucknill, K.C. (Attorney-General), presided at the annual meeting of the Hongkong Benevolent Society, which was held in the City Hall yesterday morning. There were also present:—The Bishop of Victoria (Dr. Lander), Mrs. David Landale, Mrs. Jordan (President of the Society), Mrs. J. H. Kemp (Hon. Secretary), the Revs. N. C. Pope, D. B. Reynolds, and J. Kirk Maconachie, Commander Beckwith, R.N., and Messrs. J. H. Kemp, W. L. Pattenden, and A. David.

The twenty-fourth annual report, prepared by Mrs. J. H. Kemp, Hon. Secretary, was read by the Chairman as follows:—

The ladies of the Committee beg to submit the statement of accounts for 1913, which Mr. Evan Ormiston has very kindly audited, and to present the following report of the work of the Society during the past year.

The Society was formed in the year 1889 and the number of cases entered in the books has now reached 1,333.

There have been 60 applications during the year just concluded, and in the very few cases in which no assistance was given there has always been some special reason for refusing it. In one case the applicant's past career forbade any help being given, and in three cases the applicants were of Portuguese nationality and so were not eligible under the constitution of the Society. Some of the applicants received clothing only, when it was not considered advisable or necessary to give money or other assistance, and the Committee wish to thank very warmly the large number of friends who have so kindly sent bundles of clothing from time to time. These who are not aware to what good use old clothing can be put might kindly bear this in mind. For other applicants work has been obtained in the Colony, and thanks are due to the heads and managers of firms who have often given another chance to men who could hardly claim help on their own merits. Many have received advice and have been directed to where they could be further helped. 13 have received passages to different parts of the world.

One of the most interesting features in the work of the Society is the maintenance and education of fatherless children. This year 11 have been placed at school, one of whom will be supported by the Government, and two small boys were kept at school here for two months while arrangements were being made for sending them back to their native place. In this case the circumstances were very unusual and but for the Society the children would have been in very great need.

The Committee have been much encouraged by receiving donations in three cases from persons who were helped back to their homes in other countries, one of the three being that of a woman with six children, and in another case a woman who had been receiving regular help wrote to say that her circumstances had improved and that she would no longer require the money.

Besides those who have been helped directly by the Society many have been dealt with by the Chaplain of the Missions to Seamen, the Rev. D. B. Reynolds, who receives a grant of $15 a month from the Society for distribution. The Chaplain is always ready and willing to co-operate and the Committee thank him for his very kind assistance.

The thanks of the Committee are due to the steamship companies for so kindly helping in the arranging of passages, to all the subscribers and donors, and to those who so freely gave to two special subscription lists. They wish to refer particularly to a most generous donation of $500 received from Mr. Ellis Kadoorie, to whom they desire to express their thanks for this large addition to their income for the year.

The Committee also wish to express their sincere thanks to Mr. Montague Ede for most kindly interesting himself in the financial position of the Society and for using his valuable influence with the Government on its behalf. Mr. Ede's application was most kindly entertained by His Excellency the Governor, who has recommended to the Secretary of State the payment to the Society of an annual grant, equal in amount to one half of the subscriptions for the year, provided that such grant do not exceed the sum of $500. The Committee desire to tender their thanks to his Excellency for this promised grant, and they feel that it ought to be a point of honour with all European residents who can afford it to become subscribers to the Society. The subscription is only $12 a year.

During the year 1913 the following ladies have served on the Committee:—Mesdames Alabaster, Becker, Bell, Chatham, Jordan, Kemp, Kennedy, Landale, Maconachie, Messer, Ross, Shellim, Stabb, and Voretzsch, and Miss Inness.

THE WOMEN'S HOSTEL PROJECT.

Mrs. Jordan, President of the Society, in a report on this project, says:—

At the last annual meeting of the Society an appeal was made by the Committee for funds to establish a Women's Hostel in the Colony. This scheme is still being pressed forward and a sum of $1,720 has already been collected. In connection with this proposal it may be as well to say that a large part of the usefulness of the scheme will be the promotion of an institution which will be a meeting place and a centre of helpfulness for the girls and young women of the Colony, who, in many respects, lack the advantages which those of their class and age at Home possess. The Committee are very grateful to those who have already subscribed, and are anxious for further donations, which may be sent to Mrs. J. H. Kemp, Honorary Treasurer for the Fund. A list of donors will be published later.

The CHAIRMAN, in formally moving the adoption of the report, said he felt it a great privilege to take the chair at that meeting. He confessed that he had some little hesitation when he was asked to do so, because he was told that it was expected from and customary for the person who presided to make some original observations upon the work of the Society. He confessed at once that, although a mild subscriber to the fund, he was very largely ignorant of the details of the work, but he was assured that his ignorance was shared by a very large number of people. After a little discussion and reflection, he found that really appeared to be so, so his scruples were overcome. It did not seem difficult to him to see why this ignorance was shared by so many. First of all, of course, there were a great many people who naturally shrank from being brought into contact in any way with distress or misery. That was a very natural attitude, and one that was shared by a very large number of people. Apart from this, there were many women of what might be called the sheltered class, who from social and domestic ties were incapable of taking any part in the work of a Society such as this, whilst there were far more men who were prevented from taking any active part in carrying out the sort of objects at which the Society aimed through business routine and cares of their office. These two classes of persons made up a very large number of the community of this or any other place, and it was remarkable, if one stopped to consider, how extremely circumscribed the ordinary routine of one's daily life was. The average person, except for certain categories which he would mention, knew nothing and saw nothing of the poverty and wretchedness which did exist, not only in this prosperous commercial centre, but also in almost every other centre of population in the world. There were, of course, many persons whose duties brought them into contact with misfortune. There was, first of all, that great army of ministers of religion, who knew only too well what a terrible amount of misfortune and misery, both mental and physical, existed in the world; but unfortunately from lack of adequate funds they were very often unable to do more than minister some comfort to the mind. There was that noble army of doctors and nurses, for whose profession he had always expressed, and always would express, the utmost admiration, persons whose courage to him always seemed remarkable, and whose constant contact with illness brought them into touch with the very lowest ebb of physical distress; but it was not very often they were placed to do anything more than relieve physical discomfort. Lastly, and in a smaller degree, they had the class of persons whose duties brought them into touch with the most sordid side of life, the persons who had to carry out the dread functions of the law—police, gaolers, and persons who had to prosecute and try the most awful and horrible crimes which the wit of humanity could possibly devise, and he knew nothing more disheartening and more miserable than the prosecution of criminals such as he (the speaker) had unfortunately to be engaged in during the last 15 years; but it was not the duty of those who administered the law to do anything towards the alleviation of suffering. They would see that there was a big gap. There were many people who did not want religious comfort, there were many people who were not fit inmates for a hospital, and there were many who had not brought themselves within the clutches of the law. Yet these people might, from circumstances entirely, or at any rate partially, beyond their control, or from some hasty action or ill-advised words, have brought themselves to the depths of poverty and illness. They were outcasts, they had no money, and they were stranded in a foreign country, and neither the clergy with inadequate funds, nor the doctors, nor the lawyers could do anything for them. It was in that gap that the little band of devoted workers of the Hongkong Benevolent Society stood, and it was that hiatus which the work of the Society endeavoured to fill up. There was no doubt that this Society had received liberal support during the past, and there was no doubt that it would continue to receive support in the future. There was equally no doubt that with greater funds it could do still greater work. He did not propose to mention anyone by name, but the persons who formed the really active members of the Society were persons who did not want any such specious reward as public thanks. They had the knowledge that they were carrying out an invaluable work of mercy which could be carried out by no others. (Applause.)

The Rev. D. B. REYNOLDS, Chaplain of the Seamen's Mission, in seconding the adoption of the report and accounts, acknowledged his deep gratitude to the Society for their grant towards the assistance of necessitous seamen, of whom there were a great many. These men fell under two heads. First, there was the professional beachcomber, and then there were the genuine unemployed. He thought that the beachcomber resembled the lily of the field, in so far as he toiled not, neither did he spin, and to such they turned a deaf ear. At the same time there were a number of seamen only too willing to work. Some of them came to Hongkong thinking that its streets were paved with gold, but as a matter of fact Hongkong was the very worst port for an European sailor, as the crews shipped here were Asiatics.

The motion having been carried unanimously, Commander BECKWITH moved a vote of thanks to the retiring Committee and officers.

Mr. A. DAVID seconded, and the proposition was carried with acclamation.

The CHAIRMAN then proposed the election of the following officers and Committee:—President, Mrs. Jordan; Vice-President, Mrs. Bell; Hon. Treasurer, Mrs. Messer; Hon. Secretary, Mrs. Cale; Assistant Hon. Secretary, Mrs. McKenny; Committee, Mesdames Becker, Bolles, Forsyth, Kemp, Kennedy, Maconachie, Shellim, and Stedman; Reference Committee, Commander Beckwith, Dr. J. Bell, Mr. J. W. C. Bonnar, Dr. Francis Clark, Hon. Mr. E. A. Hewett, C.M.G., Revs. C. H. Hickling, V. H. C. Moyle, and D. B. Reynolds.

The Rev. J. KIRK MACONACHIE seconded, and the meeting recorded its approval.

A vote of thanks to the Chairman, proposed by Mrs. JORDAN, and seconded by Mr. W. L. Pattenden, concluded the meeting.

INTIMATIONS

BROKE OUT ON LEGS AND ARMS

Ailment Started with Feet and Wrists. In Blebs Like Small Swellings. Would Itch Something Awful. Cured by Cuticura Soap and Ointment.

38, Brook St., Halifax, Eng.—"My ailment started with my feet and wrists first, then it gradually broke out up my legs and arms and I also had it on the pit of my stomach. It broke out in blebs like small swellings about as big as a six-pence and they used to itch something awful, more so at night time. Now and again lumps the size of a shilling would rise on my shoulders and body and legs and itch terribly, then go away again. I suffered eighteen months. Seeing the advertisement of Cuticura Soap and Ointment I tried them and I found that the first tablet of Cuticura Soap relieved me, so in all I had three tablets of Cuticura Soap and one box of Cuticura Ointment which cured me." (Signed) F. Glover, May 23, 1912.

Not only are Cuticura Soap and Ointment most valuable in the treatment of eczemas and other distressing eruptions of skin and scalp, but no other emollients do so much for pimples, blackheads, red, rough skins, itching scaly scalps, dandruff, dry, thin and falling hair. Cuticura Soap and Ointments sold everywhere. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter D. & C. Corp., Boston, U.S.A.

Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-7

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

34

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

EXPERTS AND MEDICAL AUTHORITIES AGREE IN STATING THAT IRISH WHISKIES ARE ALMOST INVARIABLY BETTER MATURED AND BETTER FOR THE HEALTH THAN SCOTCH.

A SHIPMENT OF

JOHN JAMESON'S

THREE STAR BRAND

HAS JUST BEEN RECEIVED.

Samples free on application.

21

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction

TO-DAY (THURSDAY),

the 15th January, 1914, at 3 P.M., on the Spot

The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTHS AND MATSHEDS,

on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms:—Cash.

For Plan and Conditions of Sale, apply to—

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, 15th January, 1914. [171

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911,
and
IN THE MATTER OF THE ORIENTAL PRINTING CO., LTD.
(IN LIQUIDATION).

THE CREDITORS of the above-named Company are required on or before the 6th day of February, 1914, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to the Undersigned, the Liquidator of the said Company; AND FURTHER if so required by notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said debts or claims at such time and place as shall be specified in such notice; AND NOTICE IS HEREBY GIVEN that in default thereof, such Creditors will be excluded from the benefit of any distribution before such debts are proved.

Dated at Hongkong this 13th day of January, 1914.

UN HEW FAN,
Liquidator,
Care of Mr. R. C. FAITHFULL,
No. 35, Queen's Road Central.

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MINISTRY OF COMMUNICATIONS.

NOTICE.

(Translation.)

NOTICE IS HEREBY GIVEN that the time within which Proposals and Schemes on Railway Policy for China, invited by the Ministry of Communications, from the Public—Chinese and Foreign—and fixed for the 31st December, 1913, by a Notice published in this paper, is now extended to the end of February, 1914.

Dated 8th December, 1913. [121

G. R.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Headquarter Office, Victoria Barracks, Hongkong, until 12 NOON on the dates shown against each item, for the undermentioned Supplies and Services, for the period of one year, commencing from the 1st April, 1914.

* TRANSPORT SERVICES.	Tenders to be delivered on WED'DAY, 21st January, 1914.
* SUPPLIES FOR HOSPITALS.	Tenders to be delivered on MONDAY, 26th January, 1914.
† MEAT. FORAGE. SUPPLIES FOR INDIAN TROOPS. GENERAL SUPPLIES "A."	Tenders to be delivered on WED'DAY, 28th January, 1914.
* FUEL. WASHING. GENERAL SUPPLIES "B."	Tenders to be delivered on FRIDAY, 30th January, 1914.

Forms and other particulars can be obtained personally between the hours of 10 A.M. and 1 P.M. or by letter to the Officer Commanding Army Service Corps, Victoria Barracks, Hongkong. The Tender Forms must be properly filled up, signed and dated, and no Tender will be considered unless made out on the proper Form and delivered at the Headquarter Office by NOON on the above dates, in a closed envelope, marked "Tender for ....." and accompanied by a deposit of (*) $50, or (†) $100, as a guarantee of good faith; such sum to be forfeited to the State if the Tenderer refuses to accept a Contract allotted to him, or if he fails to send in samples, or to attend at the Headquarter Office when called upon.

The right to reject all or any Tenders is specially reserved.

Hongkong, 12th January, 1914. [150

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.

The REGISTER of SHARES will be CLOSED from TUESDAY, 20th, to 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 14th January, 1914. [163

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 20th, to WEDNESDAY, 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary,
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Agents for
THE WEST POINT BUILDING CO., LTD.

Hongkong, 14th January, 1914. [164

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at NOON, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 20th, to WEDNESDAY, 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 14th January, 1914. [165

SOCIETÉ DES PULPES ET PAPETERIES DU TONKIN,
SOCIÉTÉ ANONYME AU CAPITAL DE $600,000.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21, Rue Jules Ferry, Haiphong, on SATURDAY, the 7th February, 1914, at 2.30 o'clock in the afternoon.

Objects of the Meeting:—

Statement of the Situation;

Increase of Capital, by the creation of preferred Shares; or Issue of Mortgage Debentures;

In case of Increase of Capital, alterations in the Articles of Association, Nos. 8, 15, 44 and 47.

By Order of the Board,
P. BRIFFAUD,
Chairman.

Haiphong, the 3rd January, 1914. [169

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th February, 1914, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th January to the 10th February, 1914, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 13th January, 1914 [158

NOTICE.

MR. GEORGE WINSTANLEY BARTON has been admitted a Partner in our Firm as from the 1st January, 1914.

DOUGLAS LAPRAIK & Co.

Hongkong, 1st January, 1914. [1499

NOTICE.

WE, the Undersigned, have been This Day appointed Sole Representatives for THE DERHAM LUMBER CO., of the Philippine Islands, for Hongkong and South China, and are now prepared to quote prices for ALL Grades of PHILIPPINE TIMBERS.

N. S. MOSES & Co.,
14, Des Vœux Road Central.

Hongkong, 8th January, 1914 [145

GOOD BUILDING LAND FOR SALE

IN KOWLOON.

IN PLOTS OF ABOUT 10,000 SQUARE FEET, MORE OR LESS, TO SUIT BUYERS.

NEAR THE FERRY. PRICE REASONABLE.

FOR FULL PARTICULARS, APPLY TO—

TOBIAS HUNTER.
ESTATE AGENT,
HOTEL MANSIONS.

Hongkong, 13th January, 1914. [161

INTIMATIONS

LANE, CRAWFORD & Co.

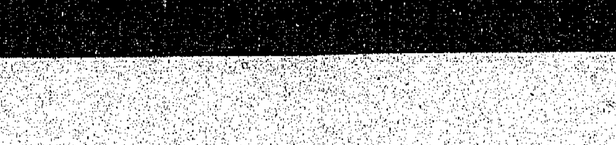
TELEPHONE 97.

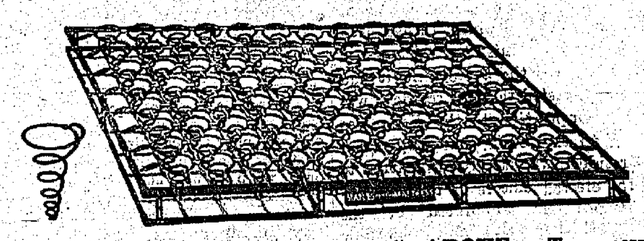
"BE HEALTHY—BUY A STAPLES"

ALL STEEL

GIRDER FRAME MATTRESS.

NO WOODWORK.





LOOK AT THE TWO FIGURES ABOVE. THE ONE ON AN OLD-FASHIONED WOVEN WIRE MATTRESS, IN AN UN-NATURAL POSITION WITH CROOKED SPINE. THE OTHER IN A NATURAL POSITION ON A "STAPLES MATTRESS" WITH SPINE STRAIGHT. YOU CAN ONLY SLEEP STRAIGHT ON A "STAPLES MATTRESS."

CALL AND INSPECT ONE.

SIZES 3 ft. 6 in., 5 ft. and 5 ft. 6 in.

LANE, CRAWFORD & CO.

[38

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

$16.00

PER CASE OF 6 DOZ. PINTS.

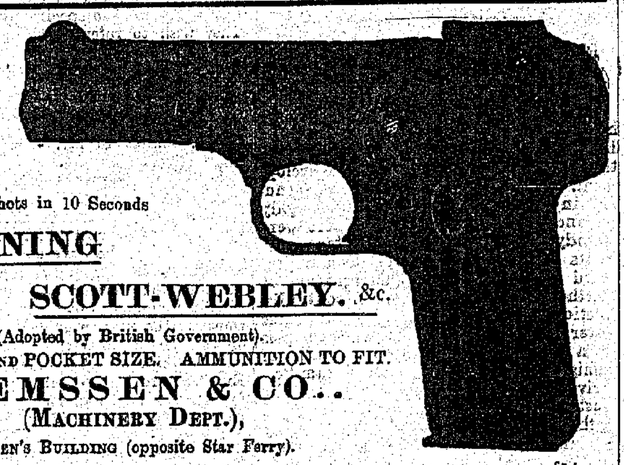
" " " 4 " QUARTS.

HONGKONG AGENTS:

MacEWEN, FRICKEL & Co.,

[392

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds

BROWNING

SCOTT-WEBLEY. &c.

(Adopted by British Government).

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSSEN & CO.,
(MACHINERY DEPT.),
QUEEN'S BUILDING (opposite Star Ferry).

[54

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.

1343]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong, 2nd December, 1913. [1388

THE
DAIRY FARM Co., LTD.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World.

[24

ENTERTAINMENTS

THEATRE ROYAL.

UNDER the Distinguished Patronage of H.E. THE GOVERNOR, SIR HENRY MAY, K.C.M.G.,

TO-NIGHT!

AND

TO-MORROW NIGHT!

FAREWELL VISIT

OF

MR. EDGAR WARWICK

AND HIS

COURT CARDS.

The last opportunity of witnessing this talented and versatile combination in Hongkong.

PRICES: $3, $2 AND $1.

PLANS NOW OPEN AT

MOUTRIE'S.

Hongkong, 14th January, 1914. [125

INTIMATIONS

HONGKONG FOOTBALL CHALLENGE SHIELD.

ENTRIES for the above Competition will Close on MONDAY, 19th instant.

A MEETING will be held that Evening at 5.30 in the Offices of Messrs. JARDINE, MATHESON & Co., LTD., to make all necessary arrangements.

Each team entered is invited to send a representative.

J. C. TAYLOR,
Hon. Secretary.

Hongkong, 12th January, 1914. [152

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the premises of that Company, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 28th day of January, 1914, at 12.30 o'clock in the afternoon, when the subjoined Resolution (which was proposed at and submitted to the Extraordinary General Meeting of the Company held on the 25th October, 1913, and which was passed at the Poll taken as directed at such Meeting on the 10th day of January, 1914, will be submitted for confirmation as a Special Resolution:—

That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

"10A. The Company shall pay Dividend, "in respect of any existing or new Shares "of the Company, in proportion to the "amount paid up on each Share where a "larger amount is paid up on some Shares "than on others."

By Order of the Board of Directors,
J. H. TAGGART,
Acting Secretary.
HONGKONG HOTEL CO., LTD.

Dated this 12th day of January, 1914. [167

STOP! LOOK! LISTEN!

RACES are Coming, and we have JUST UNPACKED for the Season:—

LADIES' FASHIONABLE SILK NECK-WEAR, Best Varied Selection ever shown in Our Special Show Case.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Ninons, Newest Style Tweed and Showerproof Hats,

&c., &c., &c.

Come Early before they are Sold Out.

HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.

Hongkong, 26th November, 1913. [37

TO LET

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 12th November, 1913. [133

TO LET.

FIRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL; suitable for Offices. Occupation from 1st March next.

Apply to—
DAVID SASSOON & Co., LTD.

Hongkong, 14th January, 1914. [167

TO BE LET.

"CRAIGMIN WEST," 138, Magazine Gap, for eight months from 1st March, 1914. Partly Furnished. FIVE ROOMS. Electric Light throughout. Cheap rent.

Apply to— "J. D.,"
Care of "Daily Press" Office.

Hongkong, 8th January, 1914. [138

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.
2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—
M. J. D. STEPHENS.

Hongkong, 11th December, 1913. [57

TO LET.

TO LET.

OFFICE in ALEXANDRA BUILDING.

Apply—
A. S. WATSON & Co., LTD.

Hongkong, 22nd August, 1913. [58

TO LET.

TO LET.

OFFICE on Third Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS
Alexandra Buildings.

Hongkong, 16th December, 1913. [1436

TO LET.

FROM 1st April next, "STONEHENGE," No. 5, ROBINSON ROAD, containing 17 BED ROOMS with BATHROOMS, DRAWING ROOM, DINING ROOM and other conveniences suitable for a Boarding House.

Apply to—
DAVID SASSOON & Co., LTD.

Hongkong, 1st January, 1914. [1495

TO LET.

OFFICES in King's Building.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st January, 1914. [56

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited.

Possession, 1st May, 1914, or earlier.

FLATS, "WILD DELL," Wanchai Road. "HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.

Hongkong, 28th October, 1913. [60

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.

Hongkong, 4th September, 1913. [59

TO LET.

OFFICE in Connaught Road Central.

6, MOUNTAIN VIEW, PEAK (3 Rooms).
BROCKHURST, 119, PEAK (6 Rooms).

Apply to—
DENNYS & BOWLEY.

Hongkong, 12th January, 1914. [151

TO LET.

LA HACIENDA WEST, 73, THE PEAK, partially Furnished. From 1st March.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, 7th January, 1914. [183

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, 1913. Newly Painted and Colour-washed.

ONE SMALL GODOWN in Dudde Street.

No. 3, THE ALBANY, Robinson Road.
No. 19, SHELLEY STREET.
"KELLETT CREST," No. 66, THE PEAK from 1st March, 1914, Partly Furnished.
No. 8, CAMERON VILLAS, No. 59, PEAK To Let, Furnished, for one year, from 1st May 1914.
1, CAMERON VILLAS, No. 60, PEAK To Let, Furnished, for 1 year from 1st May.
"ROGATE," Austin Road, Kowloon Unfurnished.
No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.

Apply to—, LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 12th January, 1914. [55

TO LET.

NO. 1, "DURBAR VILLAS," Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.

Hongkong, 3rd January, 1914. [122

TO LET.

YALTA, MOUNT KELLETT (65, THE PEAK), for 6 or 7 months from April 15th, 1914, Fully Furnished. SIX ROOMS. Electric Light throughout. Croquet Lawn.

Apply to—
W. D. GRAHAM,
65, The Peak.

Hongkong, 19th December, 1913, [117

Walker Palmer & Co.
The Wine Merchants of the East

NAPIER
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

GRACA & CO.
PEDDER ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.
JUST RECEIVED:
POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong, 29th December, 1913. [1493

MARTIN'S
PIOL & STEEL PILLS
For Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 2/-. MARTIN, Chemist, Southampton, Eng.
MARTIN'S
PIOL & STEEL PILLS
For Ladies

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP
123-4]

THE NEW FRENCH REMEDY. Not No2 No3
THERAPION price 2/9 leading Chemists. CURES BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC 180, CO. HAVERSTOCK RD, HAMPSTEAD, LONDON, ENG. NIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 60, BEEKMAN ST.
A CURE FOR YOU
THERAPION EASY TO TAKE SAFE AND LASTING CURE.
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS
175

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwailin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE $3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

PARIS, December 12th.

THE NEW CABINET.

No Cabinet, in a sense, would have been a thousand times better than the one which M. Gaston Doumergue has succeeded in forming. Its members are only *hommes de paille*, as the French say, or men of straw—men who do not understand their work, and are Socialistically inclined. This will easily explain why the present Government is so unpopular, and why when the portraits of the new Premier, M. Doumergue, and his Finance Minister, M. Caillaux—who overthrew the last Government—were shown in the cinema theatres, they were hooted by the audience. Thus the political crisis has been brought to a temporary end. The only redeeming feature about the new French Cabinet—described as the most unpopular of modern times—is that it cannot possibly last long, and is at best but a makeshift Ministry. It is indeed unfortunate for France that the new Cabinet is so weak, for it is destined to do the country more harm than good, by undoing all the political good work of the late Barthou Cabinet which M. Jaurès and his Socialist friends overthrew out of revenge. M. Doumergue and his disciples are not the sort of politicians that "new France" wants; the new Premier does not care a pin for the friendship of Great Britain, being strongly in favour of a Franco-German rapprochement at the expense of the *Entente Cordiale*. This pro-German triumph is not at all relished by the French—hence their indignation. The late Barthou Cabinet, if unpopular, was nevertheless composed of the right sort of men, whose departure from office is now sincerely regretted. This remark particularly applies to M. Pichon, the Minister of Foreign Affairs, and whose place has been taken by M. Doumergue, the Premier, who is not fit for such a responsible position, as past experience proves. Taking these things into consideration one can realise the great anxiety which prevails in France on account of the composition of the new Government, which is regarded as nothing more or less than dangerous. France feels humiliated by the political change and she has every reason to feel so; at a time when she ought to be morally and physically strong, her destiny has been placed in the hands of men who are in the main ignorant of their duties. The naval and military outlook are not promising while the new Ministry remains in power. Everything points to additional economies which will further weaken France's defences and jeopardise her prestige. M. Doumergue at the head of Foreign Affairs is deeply lamented; he is sure, as in the past, to make a muddle of it, and expose France to danger.

President Poincaré—whose immense popularity is likely to suffer in consequence—is blamed for consenting to the formation of such a Socialist and pro-German Cabinet. He ought, it is alleged, to have known the political tendencies of the two leading men—M. Doumergue, the Premier and Minister of Foreign Affairs, and M. Caillaux, the Minister of Finance, whom France fears most. But what was the bewildered President of the Republic to do? No one else would condescend to try and form a Ministry; one or two that tried met with no encouragement, and quickly abandoned the task, the Senate was opposed to an immediate dissolution of the Chamber, nothing remained but to hope that some ex-statesman would eventually succeed in establishing a Government. M. Doumergue, being the only one who succeeded, President Poincaré could do nothing else but recognise the fact. It is for the Chamber to do the rest, and to once more bring down the house of cards. Only a miracle can save the tottering Cabinet from falling to pieces as soon as the Chamber really settles down to business Too much importance should not be paid to the fact that the new Government secured a vote of confidence by a majority of 161—about the only victory it is likely to secure. Several deputies have announced their intention to attack the Cabinet at the earliest opportunity; it cannot indeed stand many of these. The Ministerial declaration did not mention the £52,000,000 loan; it merely indicated that in an early and important financial debate the Government will make known the way in which they intend to meet the situation. It is almost certain that M. Caillaux will issue Treasury bonds instead, although the French Chamber quite recently approved the £52,000,000 loan necessary to meet Germany's military activities and to pay the bill for the Moroccan campaign. With regard to the Three Years' Law, the Government are bound to enforce it, in view of the Bill having been passed into law. Any day, aye, any hour, may bring us news of the downfall of the Doumergue Cabinet—the sooner the better for France. It nearly met with disaster yesterday, and it was with the greatest difficulty that it was able to last the day. Everyone knows that it is doomed, that it is too tottery to last, and its enemies are resolved to speed it on to its doom. The question once more arises, who will have pluck enough to form another Government? It is one thing to be willing to grapple with the task, and quite another to get colleagues enough to back you up. That has been the chief difficulty of several able men during the late crisis, and it will be the same again very shortly.

THE ZABERN AFFAIR.

It is gratifying to note that the excitement—never very alarming at the best of times—over the Zabern (Alsatian) incident is abating. The French deserve great credit for behaving so coolly in the midst of so much provocation. The French, though no lovers of the Germans, waited to see what the Kaiser would do. His Majesty's action has greatly pleased the French,—especially as the higher-placed officials are also to be severely punished later on. The French Government refrained from complicating matters, and turning the incident into an *affaire diplomatique*, which would probably have had very serious and far-reaching consequences. After all, it but little concerned the French, being purely a German military-civil quarrel. The Press sees no reason to excite public opinion by devoting columns to "La Question d'Alsace," which may now be looked upon as settled.

THE CHAMPION BOY-BOXER.

Carpentier—France's champion boy-boxer—returned to Paris the same way as he left it—smiling and as cool as a cucumber. He felt confident of success before he left the French capital, but never expected to win so easily, nor in so short a time. His return home was marked with great enthusiasm; as a sportsman, he felt sorry for Bombardier Wells, whom Carpentier hypnotised as much by his eyes as by his peculiar tactics against which "Billy" was powerless. To look at Carpentier coming out of the Gare du Nord, on his return from London, no one would have imagined that he did what he did. Thousands of his countrymen and English and Americans waited for him outside, and as he stepped into his motor car, they cheered him as he had never been cheered before. He shook hands with as many as he could, and was embraced by not a few. The delegation from the French Boxing Federation presented the young hero with a magnificent bouquet. French boxers are greatly surprised at Wells' complete failure; he was certainly no match for the young Frenchman who previously beat him in Belgium. The contest proved very disappointing, because too short. It was all over in 50 seconds; for so powerful an athelete as Bombardier Wells to be knocked out in the first round by a "boy," comparatively speaking, without once being able to retaliate, speaks very unfavourably for his reputation. His nerves were too highly strung and was too sanguine of success are said to be the causes of his second defeat at the hands of a French youth. If Carpentier was a hero before, he is now an idol with Parisians. The best thing the Bombardier can do is to take lessons from Carpentier, after which he may stand a chance of redeeming his reputation as a boxer.

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CALCUTTA RACES.

THE VICEROY'S CUP.

The Viceroy's Cup on December 24th did not attract a big field, nor was it, perhaps, of extra good quality. The late Sir A. A. Apear's old horse, Mayfowl, was favourite, and won the race for the fourth time in succession, which is a record. Many animals on the list of winners can claim dual victories, while Myall King has three to his credit (1887, 1,888, and 1890) but none equal Mayfowl's record, and in addition his four brackets were earned in successive years without a break, though one of them was a dead-heat, the honours being shared last year with Brogue. Again did English animals sweep the board, and it looks as if the day of the Australasian horse is over.

THE VICEROY'S CUP.—(Cup value £10 presented by the Viceroy; Rs. 20,000, to winner; Rs. 7,000; Rs. 3,000). For horses W. A. and C. About 1¾ mile.

Mr. R. R. S's br c g Mayfowl by Wild Flower-Mayberry, 9.3, Brown	1
Mr. Roy Chowdhury's b e m Jemima, 9.3, Ames	2
H. H. Kour Saheb of Patiala's Saxonite, 9.3, Pratt	†
Mr. de Soysa's b e m Metamac, 9.0, Trenoweth	†
Mr. Kelso's br e m Hilarity, 9.3, Ruiz	0
Mr. Gussy's b e h Valerius, 9.3, Ferguson	0
Mr. T. Scott's b aust h Jacamar, 8.10 Southall	0

Tote: Rs. 19 win, Rs. 12, 13, 16, 19 places. Betting: 6 to 4 against Mayfowl; 5 to 1 Jemima; 8 to 1 Valerius; 10 to 1 Hilarity; 25 to 1 Jacamar; 50 to 1 the rest.

Jemima and Jacamar were prominent to the first turn, then Mayfowl went up into second place behind Metamac, and the pair made the running. Then Saxonite joined them in the straight, when their order was Mayfowl, Jemima, Saxonite and Metamac, and this remained unchanged to the end, Mayfowl scoring his fourth successive win by three and a half lengths and two and half lengths separating the second and Saxonite and Metamac who ran a dead-heat for third place. Time, 3min, 7secs.

PREVIOUS WINNERS.

1900	Up Guards.	1906	Fitzgrafton.
1901	Tubal Cain.	1907	Fitzgrafton.
1902	Vasto.	1908	Wandin.
1903	Great Scot.	1909	Retort.
1904	Great Scot.	1910	Mayfowl.
1905	Long Tom.	1911	Mayfowl.
1912	Mawfowl and Brogue dead heat.		

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Reserve Fund ..... Fl. 6,518,000 (£543,166)

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G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21

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CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [1494

THE YOKOHAMA SPECIE BANK, LIMITED.

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EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464

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Reserve Fund 415,000

BANKERS:
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LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [788

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [16

BANKS

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Reserve Funds:—
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Silver... ... ... $17,450,000
$32,450,000
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Chief Manager.
Hongkong 9th January, 1914. [15

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GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 31st October, 1913. [1230

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

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Capital Subscribed (paid up) „ 6,250,000
Reserve Fund ... ... „ 2,620,000

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Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272

SCIENTIFIC MISCELLANY.

A SURVEY FOR COUNTRY-PLANNING.

This century is to be one of maxima in human affairs. It is almost certain to take us past the highest production in many things much needed, and these may include fuel, wheat and other food supplies, iron and other metals, and various forest supplies. This gives force to the British Association advice of Prof. H. N. Dickson that we begin a serious stock-taking of our resources. A beginning has been made with a great map on the scale of one to a million, but he would go further, and have made a complete international geographical survey of the whole on a uniform plan. This would include not only geological structure and weather and climate, but such things as vegetation, water supply, energy supplies of all kinds, and the bearings of one element upon others under different conditions. The urgent matters are questions not of partial study but of distribution upon the surface of the earth. Readjustment must come, and when we have forced upon us the necessities of intensive agriculture and the development of resources wherever they exist, country-planning will become as important as town-planning, and will be more complex business.

THE NEWEST TRANSPORTATION MARVEL.

The projected aerial cableway announced by Consul Baker is to extend from Baramula, Kashmir, to Abbottabad, in the Punjab, a distance of 75 miles over Himalaya Mountain barriers, and will give a most novel solution of the transportation problem for the beautiful vale of Kashmir. The longest cableway now in existence is one of 22 miles in Argentina. The new line, designed only for freight, will have spans of 800 yards, with fixed cables on iron pillars or towers up to 100 feet high, and the 1½-inch cables will carry 30 steel cars to the mile, each holding 335 to 460 pounds. The cars in places will have beneath a sheer drop of 1,200 feet.

RAIN-STAINED FLOWERS.

The acid from coal smoke washed down by rain rapidly destroys metal-work, and in a late fine rain near Philadelphia the purple corollas of morning glories were spotted pinkish red wherever the raindrops struck.

THE AIR IN WATER.

All bodies of water hold a considerable amount of air, and how this is taken up has been a subject of scientific investigation and discussion. Experiments have shown that simple diffusion is not sufficient explanation. In Lake Constance, 800 feet, it is found that oxygen would require 42 years to reach the bottom by diffusion, and a million years to saturate the water at a temperature of 50deg. F. In the Black Sea, more than 7,300 feet deep, with the lower water so densely saline that it is permanently stagnant, no dissolved oxygen is found. In the oceans, the dissolved oxygen does not diminish downward, as would be the case if introduced by diffusion alone, but in the tropical Atlantic the smallest amounts—one or two parts per thousand by volume—were obained at depths of 500 to 2,600 feet, while the water between 3,500 and 5,000 feet contained at least twice as much. Other agencies besides diffusion have been revealed. It appears to have been demonstrated that lakes are aerated by the spring and autumn overturning of the water, and that in the oceans the gases absorbed at the surface from the atmosphere are carried by currents to great depths.

FOOD FRAUDS.

The necessity of some regulation of the special foods supplied to persons under diet restrictions is shown by the late investigations of the Connecticut Agricultural Experiment Station. Exhaustive tests were made of all European and American diabetic flours, breads, etc., and the greater part proved to be not as represented—many of them, though required to be free from carbohydrates, having as much starch as ordinary bread. These foods also were sold at excessive prices. Some of the foods were found to be as claimed and reasonable in price, and a special list of the reliable products has been made.

GERM-FREE SODA.

The problem of soda-fountain sanitation is taken up with the North Carolina Board of Health by Dr. W. S. Rankin. He suggests the use of paper paraffin cups and saucers, which are made sterile by dipping into melted paraffin in manufacture, can be sold at half a cent each, and would be used but once, with no handling of inside or upper third. Ice-cream spoons would be dipped in antiseptic solution.

IN AN ELECTRIC VACUUM FURNACE.

An improved vacuum is now being made by a Berlin company in incandescent lamps or other vessels of glass. To drive out the last traces of moisture and air bubbles the lamps have been heated in a special furnace, but the heating has been limited to 250deg. to 350deg. C. to avoid softening of the glass that would cause a collapse of the bulbs under the air pressure outside. Even at this temperature, however, not all air bubbles are expelled. In the new process, the lamps are subjected to even greater heat—up to 500deg.—while air is being still pumped from them, but the heating is done in the vacuum of an electric furnace, where the softened bulbs are not distorted because the external pressure is very slight. A novel method is adopted for sealing off the larger tubes used so as to avoid collapse in this. A spiral of electric heating wire is wound around the tube, and so softens it that the lamp can be closed off while still in the furnace vacuum, and free from outside pressure. The lamp being completed, the furnace is cooled to 350deg. before air is admitted to it.

A COST OF LIFE-SAVING.

The severe climate at the famous Hospice of St. Bernard has a far more serious effect on the monks than is usually realized. Their lives are greatly shortened, and, in a late London lecture describing his experience, Dr. Atkin Swan stated that he found the oldest monk to be only thirty-seven, and that this was considered quite a record age among them. A curious custom of the monks is the bestowing of the name of a saint upon each of the thirty-six dogs upon which their rescue work depends, each animal being assigned its own stone cell.

UNNECESSARY DEAFNESS.

The preventability of deafness and the importance of preventing it are urged upon physicians by Dr. W. H. Tomlinson. From 80 to 90 per cent. of all deafness affects the middle ear, and 90 per cent. of this originates in inflammation of the naso-pharynx, often dating from childhood. Adenoid tissue is the most frequent predisposing cause. Neglected mild catarrhal inflammation becomes chronic, and chronic catarrhal deafness requires persistent treatment.

THE GREAT FIRE AT SCHWERIN.

LOSS OF FAMOUS TAPESTRIES.

The Berlin correspondent of *The Times* supplied the following account of the fire at the Grand Ducal Castle at Schwerin on the 15th ult.:—

A great part of the Castle at Schwerin, which is the residence of the Grand Duke and Grand Duchess of Mecklenburg-Schwerin, was destroyed by fire last night. The Grand Duke is the brother of the Queen of Denmark and of the German Crown Princess, and the Grand Duchess is the second daughter of the Duke of Cumberland.

Heavy storms of wind and rain, with thunder, snow, and hail, broke over the whole of North-Eastern Germany yesterday, and, whatever may have been the origin of the Schwerin fire, the extent of it was largely due to the tempestuous weather, in which the small local fire brigade was practically helpless. The Grand Duke had returned from Rostock in the evening, and was sitting at dinner with his family in the residential part of the Palace, when towards 10 o'clock it was discovered that fire had broken out in the western wing. It appears to have begun in the Elizabeth Room, on the second floor of the five-storeyed building, and to have spread at once into a vast adjoining hall which has been left unfinished ever since the Castle was built 60 years ago.

THE GOLDEN HALL ON FIRE.

The fire spread rapidly, and in about half an hour the famous Golden Hall was in flames, and the Golden Staircase leading to it fell in. On the west side of the Castle practically nothing was saved. The several parts of the Castle are separated by fireproof walls, but the wind carried the flames very soon over to the southern side and into the Great Tower. A sheet of fire burst out over the Schwerin Lake. About 1 o'clock a series of explosions began in the tower, where there was a large stock of cartridges. The rooms of the Dowager Grand Duchess, which are under the Golden Hall, were destroyed, but a large part of the contents was rescued. It appears that the Schwerin fire brigade had at its disposal only one main apparatus and five hoses, and the local troops were only able to assist them by saving as much as possible of the furniture and pictures and papers. Help, however, was summoned from Rostock and Hamburg, whence fire brigades came in by train during the night. The Grand Duchess with her two small sons went to the Marienpalais and the Grand Duke followed in an open carriage, all the spare space in which was filled with miscellaneous salvage. He afterwards returned to the fire with Duke John Albert, Duke Paul Frederick, Princess Reuss, and the Grand Duchess of Oldenburg. The secret archives had to be loaded on carriages at random and are stored in various barracks and in the town theatre.

The cause of the fire is really quite unknown, but there seems at present to be no foundation for the reports of incendiarism. The most favoured view in official circles is that it was due to some defect in the electric lighting. The most serious loss is probably the beautiful collection of tapestries, and a large quantity of old furniture, which burnt like matchwood. Most of the personal possessions of the Grand-ducal family, including all the jewels of the Grand Duchess, are believed to have been saved. The Castle itself can, presumably, be restored, although the damage is very extensive. It was planned by Demmler and completed by Stüler between 1845 and 1857, and a part of the old 12th-century castle remained. The Castle was the pride of Schwerin and was regarded as one of the most satisfactory buildings of its kind in North Germany. There seems little doubt that the loss is fully insured.

THE RECLUSE OF MAYFAIR.

WEALTHY WOMAN'S DEATH IN A MANSION.

In the heart of Mayfair there recently died a lady of considerable wealth, who for nearly twenty years had lived the life of a recluse, almost unknown to her neighbours.

She was Mrs. Julia Macdonald, and she led a solitary existence, attended by only one servant, at a house in South-street, Park-lane. In the same street reside Earl Grey, Katherine Duchess of Westminster, Sir Samuel Scott, M.P., and many other prominent people, but Mrs. Macdonald seldom left her house, and during her life-time no callers were ever allowed to enter her own particular room.

For some time past she had been attended by a West End medical practitioner for bronchitis, and her death, a natural one, occurred suddenly. She was buried at Kensal Green, and her house in South-street is now being thoroughly overhauled.

Apparently, the part reserved for her special use has not been touched for years. She had only one servant, being in fear that two might conspire against her, and even this woman was not allowed into her private room, which consequently was found in an astonishing state of neglect.

Mrs. Macdonald wore an auburn transformation which made it impossible to tell her age, although she must have been over ninety at the time of her death, and in many respects she was a source of curiosity to many of her neighbours. The front door of the house was invariably opened on the chain, and there were hardly any visitors except the doctor. She sometimes went to a theatre, "first night," and she spent one Christmas alone at the Charing Cross Hotel in order to "cheer herself," as she subsequently remarked. Occasionally she would talk about her "young days" when she went to Monte Carlo and "never wore a pair of gloves more than once," and she claimed to number among her old acquaintances Charles Dickens, Thackeray, and many other famous men.

A Press representative was informed that she had a few relatives in Scotland, and that they had been communicated with and had come to London after her death.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* sailed from Yokohama on the 8th January, for Hongkong via Shanghai. The vessel is carrying the United States mail.

THE AUSTRALIAN MAIL.

The E. & A. str. *Empire* left Sydney on the 7th January, for this port (via Queensland Ports, Port Darwin, Timor, and Manila), and may be expected to arrive here on or about 31st January.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 10th January, at 11 a.m., and may be expected here on or about the 2nd February.

THE ENGLISH MAIL.

The P. & O. str. *Devanha* left Singapore for this port on the 11th January, at 6 a.m., with the outward English mails, and is due here on the 16th January, at about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Goeben*, carrying the German mails, with dates from Berlin of the 24th December, left Colombo on the 11th January, p.m., and may be expected here on or about the 23rd January.

MERCHANT STEAMERS.

The str. *Glenfarg* passed the Suez Canal on the 19th December, and is due here on or about 15th January.

The N.Y.K. str. *Sanuki Maru* (Calcutta Line) left Calcutta for this port via ports on the 27th December, and is expected here on the 15th January.

The A.L. str. *Koerber* left Shanghai for this port on the 12th January, and will arrive here on the 15th January.

The Danish motor-ship *Annam* left Singapore on the 10th January, and may be expected here on or about the 17th January, at daylight.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Yokohama for this port on the 5th January, and is expected here on the 18th January.

The H.A.L. str. *O. J. D. Ahlers* left Singapore on the 12th January, p.m., and may be expected here on or about the 18th January, a.m.

The Ben Line str. *Bengloe*, from Middlesbro' and London, left Singapore for this port on the 13th January, and may be expected to arrive here on or about the 20th January.

The N.P.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port on the 7th January, and is expected here on the 25th January.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Calcutta for this port on the 9th January, and is expected here on the 28th January.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kumsang, from Calcutta, is due in Hongkong 17th January.

SHIRE LINE, LIMITED.

Vennachar, from Tacoma, is due in Hongkong 20th January.

Cardiganshire, from London, passed the Canal on the 2nd January, is due in Hongkong 2nd February.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Eurydus, from Singapore, is due in Hongkong 17th January.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 9th January, 1914. [3

FROM EUROPE.

THE H.A.L. Steamship

"SELGRAVIA,"

Capt. G. Meisner, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Hamburg" from Boston.
Ex s.s. "Jolo" from Dramman.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th January, 1914. [162

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', ANTWERP, IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship

"GLENROY,"

Captain H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 2 P.M., To-day.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 15th inst., at 10 A.M.

All Claims must be presented within Fifteen Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th January, 1914. [140

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "ST. THEODORE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th Feb., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,
Agents.

Hongkong, 9th January, 1913. [148

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NYANZA,"

Arrived Hongkong on 9th January, 1914,
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th January, 1914. [1

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 13th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 19th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 18th inst., at 10 A.M.

All Claims must be filed on or before 28th inst., otherwise they will not be recognised.

S. MORIMOTO,
Agent.

Hongkong, 12th January, 1914. [160

S.S. "CORDILLERE."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Sidon" and "Basque" and from Havre ex s.s "Basque" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 19th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 21st inst., or they will not be recognized.

All damaged packages will be examined on the 19th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent.

Hongkong, 12th January, 1914. [2

SHIPPING IN PORT.

STEAMERS.

BELGRAVIA, German str., 4,242, Meisner, 12th January—Manila 9th January, General.—Hamburg-Amerika Linie.

CHIPSHING, British str., 1,199, T. M. Meyrick, 12th January—Swatow 11th January, General.—Jardine, Matheson & Co.

DERWENT, British str., 1,562, Jenking, 4th January—Sourabaya 23rd December, Sugar.—Chinese.

EMPRESS OF INDIA, British str., 6,000 F. L. Davison, 10th January—Vancouver 20th December, General.—C. P. R. Co.

FOOSHING, British str., 1,423, May, 7th January—Hongay 4th January, Coal.—Jardine, Matheson & Co.

HINSANG, British str., 1,805, A. Kennedy, 8th January—Sandakan 3rd January, Timber and General. — Jardine, Matheson & Co.

HUE, French str., 710, A. Cornelinsen 11th January—Haiphong 10th January, General.—A. R. Marty.

HUNAN, British str., 1,143, Cole, 13th January—Swatow 12th January, General.—Butterfield & Swire.

INDRAKUALA, British str., 2,744, A. H. Smith, 9th January—Shanghai 6th January, General.—Jardine, Matheson & Co.

KENKON MARU, Japanese str., 2,109, S. Sasaki, 12th January—Manila 9th January, Nil.—Order.

KUTSANG, British str., 3,102, R. C. D. Bradley, 13th January—Singapore 6th January, General. — Jardine, Matheson & Co.

LOONGSANG, British str., 1,093, G. W. W. Leask, 13th January—Manila 10th January, General.—Jardine, Matheson & Co.

LUCHOW, British str., 1,221, Meathrel, 11th January—Shanghai 8th January, General.—Butterfield & Swire.

MASIYO MARU, Japanese str., 1,905, H. Katow, 1st January—Chingwantao 25th December, Coal.—Dodwell & Co.

MATHILDE, German str., 861, G. Schlaikier, 9th January—Mauritius 12th December, Sugar—Order.

MISUMI MARU, Japanese str., 1,005, Uchikishi, 10th January—Kwangyen 7th January, General.—A. Bune.

MONTEAGLE, British str., 3,953, A. J. Hailey, 10th January—Vancouver 11th Dec., General—Canadian Pacific Railway Co.

NAMSANG, British str., 2,591, P. M. B. Lake, 9th January—Moji 4th Jan., General—Jardine, Matheson & Co.

NISSEI MARU, Japanese str., 2,945, Nishigawa, 6th January—Sebatik 29th December, Coal.—A. Bune & Co.

PAKHOI, British str., 1,228, G. Gibbs, 10th January — Swatow 9th January, Ballast.—Butterfield & Swire.

PERUMPENH, British str., 1,065, Bird, 11th January—Saigon 4th January, Rice. —Chinese.

SEANG BEE, British str., 3,688, Travis, 11th January—Singapore 7th January, General.—Chinese.

SHACHSING, British str., 1,307, E. French, 9th January—Shanghai 6th Jan., General—Butterfield & Swire.

SUISANG, German str., 1,776, H. Simpson, 10th January—Singapore 31st Dec., General.—Jardine, Matheson & Co.

SOLVEIG, Norwegian str., 2,829, O. S. Bogh, 5th January—Yokohama 31st December, Fish and Flour.—Jardine, Matheson & Co.

STRATHSPEY, British str., 2,851, S. N. Jones, 6th January—New York, Case Oil.—Standard Oil Co.

ST. THEODORE, British str., 2,944, Shrine, 9th January—Sabang 26th December, Case Oil.—Dodwell & Co.

TAKSANG, British str., 977, McClure, 7th January—Weihaiwei 1st January, January, General.—Jardine, Matheson & Co.

TALONTSE, French str., 691, Gralhon, 12th January—Phra Nang Bay 7th January, Salt.—A. Bune & Co.

TAMING, British str., 1,350, G. H. Pennefather, 9th January—Manila 6th January, General.—Butterfield & Swire.

TENYO MARU, Japanese str., 7,268, E. Bent, 12th January—San Francisco 16th December, General.—Toyo Kisen Kaisha.

TOO SUI, Chinese str., 891, P. N. Markussen, 11th January—Singapore 30th December, Sugar.—Aagaard, Thoresen & Co.

TRIUMPH, German str., 769, W. Langschwager, 13th January—Hoihow 11th January, General.—Jebsen & Co.

WAI SHING, British str., 1,170, G. S. Holmwood, 2nd Jan.—Samarang 23rd Dec., Sugar—Jardine, Matheson & Co.

WINGSANG, British str., 1,517, Lishman, 10th January—Haiphong 8th Jan., Coal.—Butterfield & Swire.

LATEST STEAMER MOVEMENT.

The str. *Glenfarg* left Singapore on the 13th January, and is due here on the 20th January.

SHIPPING REPORTS.

The German str. *Goldenfels* reports: Fine weather hazy air.

The British str. *Haitan* reports: Calm, clear, with thick fog at intervals.

The Japanese str. *Daigi Maru* reports: Light air, fine, clear, smooth sea.

PASSED THE CANAL.

December 12th—*Neleus*.

December 16th—*Bengloe, Japan, Varwaerts, Indraghiri*.

December 19th—*Iyo Maru, Macedonia, Persia, Glenfarg, O. J. D. Ahlers*.

December 23rd—*Annam, Atreus, Kasama, Deike Rickmers*.

December 30th—*Benevue, Cathay, Goeben, Meinam, Nore, Nubia, Savonia, Tydeus, Wakasa Maru, Arabia, Yangtsze, City of Baroda*.

January 2nd—*Cardiganshire, Antilochus, Aragonia, Glenturret, Sambia, Forck, Broadstone*.

January 6th—*Bohemia, Hirano Maru, Konang Si, Suezia, Stentor, Sunda, Westphalia, Demodocus, Magellan*.

January 9th—*Alcinous, Australien, Telemachus, Valentia*.

January 13th—*Benlomond, Denbighshire, Derfflinger, Ramaeus, Glenlochy, Himalaya, Indien, Nile, Segovia*.

ARRIVALS AT HOME.

January 13th—*Antilochus, Australien, Denbigh Hall, Sudmark, Arabia*.

WEATHER REPORT.

On the 15th at 11.50 a.m.—The northern depression has moved eastward and now extends from Korea to E. Japan.

Pressure is increasing rapidly over central and N. China, and slightly along the south coast.

The monsoon will probably set in again along the east coast of China to-night, and freshen over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast.
* Hongkong & Neighbourhood	
Formosa Channel	North winds, freshening.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

* N.E. winds, moderate to fresh; fine.

CHINA COAST METEOROLOGICAL REGISTER.

14TH JANUARY, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	—	—	—	—	—	—
Nemuro	6 a.	29.89	—	—	WSW	2	—
Hakodate	„	29.75	—	—	E	3	—
Tokio	„	29.97	—	—	WSW	1	—
Kochi	„	29.78	—	—	—	0	—
Nagasaki	„	29.86	—	—	W	7	—
Kagoshima ...	„	—	—	—	—	—	—
Oshima	„	30.01	—	—	N	2	—
Naha	„	30.05	—	—	SW	2	—
Ishi'jma	„	30.05	—	—	NE	1	—
Bonin Is.	„	30.22	—	—	ESE	1	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei ...	„	29.92	32	68	N	8	bc
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kinkiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	W	1	b
Shanghai	„	30.12	41	—	W	1	bm
Gutzlaff	„	30.06	43	—	W	3	b
Sharp Peak ...	7 a.	30.17	52	—	W	1	b
Amoy	6 a.	30.09	62	67	NE	2	b
Swatow	„	30.11	61	94	W	1	c
Taihoku	5 a.	30.12	—	—	NW	2	—
Taichu	„	30.11	—	—	—	0	—
Tainan	„	30.07	—	—	N	2	—
Koshun	„	30.03	—	—	N	6	—
Pescadores ...	„	30.08	—	—	N	2	—
Canton	6 a.	30.14	61	94	E	1	b
Hongkong ...	6 a.	30.01	65	95	—	0	cf
Gap Rock	„	30.08	—	—	NE	3	f
Macao	„	30.00	63	—	NW	1	cf
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phullen	6 a.	30.12	64	—	ESE	2	dk
Tourane	„	30.09	64	—	SSW	2	c
Cape St. James	„	30.02	72	—	NE	4	c
Aparri	„	30.05	67	—	SW	1	b
Manila	„	30.03	67	—	NNE	1	b
Legaspi	„	30.01	71	—	—	0	b
Iloilo	9 a.	29.99	79	—	NE	2	b
Bacolod	„	—	—	—	NW	1	b
Cebu	„	30.00	83	—	E	2	b
Labuan	„	29.99	84	—	—	—	—

T. F. CLAXTON, *Director*.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 14TH.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.06	30.11	30.1
Temperature	67	63	77
Humidity..... ...	77	95	66
Wind Direction ...	East	—	SE
„ Force	1	0	1
Weather	c	cf	b
Rain	—	0.00	—

Highest open air Temperature on 13th ..69
Lowest open air Temperature on 13th ..53

HONGKONG TIDE TABLE.

From 15th to 21st January, 1914.

			HIGH WATER			LOW WATER	
Days of Week	Days of Month		H'kong. Mean Time	Height		H'kong. Mean Time	Height
			h. m.	ft. in.		h. m.	ft. in.
Thurs.	15		0 2 a	4 4	m	6 4	0 4
			11 21 a	7 9		4 38 a	5 2
Fri.	16		1 5 a	4 6	m	6 45	0 8
						5 38 a	3 2
Satur.	17	m	0 18	7 2	m	7 23	1 4
			1 52 a	4 8		6 51 a	3 2
Sun.	18	m	1 26	6 4	m	8 14	2 1
			2 41 a	5 2		8 24 a	3 3
Mon.	19	m	2 49	5 5	m	9 2	2 7
			3 31 a	5 6		10 22 a	3 0
Tues.	20	m	4 26	4 8	m	9 51	3 2
			4 22 a	6 1		11 56 a	2 4
Wed.	21	m	6 11	4 4	m	10 39	3 6
			5 14 a	6 5			

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years,
FROM 1874 TO 1909.

PRICE $2 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

VESSELS ON THE BERTH

THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship

"INDRASAMHA,"

Captain Jones, will be despatched as above about 16th January, 1914.

For Freight and further information apply to JARDINE, MATHESON & Co., LTD., Agents.

Telephone No. 215, Sub. Ex. 9.

Hongkong, 6th January, 1914. [1418

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"EGYPT,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 17th January, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MOOLTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay and transhipped to S.S. "MANTUA," due in London on the 28th February, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1914. [1

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"SHIRLEY,"

Captain Hopley, will be despatched as above on SATURDAY, the 17th January, 1914.

For Freight and passage, apply to ARNHOLD, KARBERG & Co., General Agents.

Hongkong, 17th December, 1913. [1443

THE AMERICAN & MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

THE Steamship

"KAFUE,"

Captain Leslie, will be despatched from Hongkong on the 23rd January for BOSTON AND NEW YORK (With liberty to call at Malabar Coast).

For freight and further particulars, apply to— THE BANK LINE, LTD., Agents.

Hongkong, 10th January, 1914. [153

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "EGREMONT CASTLE" On or about 5th Feb.

For Freight and further information, apply to—

DODWELL & Co., LTD., Agents.

Hongkong, 13th January, 1914. [159

VISITOR TO CANTON Should Purchase.

"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE $1.75

On Sale at:—

Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH, LTD.
" Messrs. BREWER & Co.
Canton: Messrs. A. S WATSON & Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	EGYPT	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	P. S. Ram, B.N.R	P. & O. S. N. Co.	About 21st inst.
LONDON & ANTWERP	DEN OF AIRLIE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 28th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	DUMBEA	Fren. str.	—		MESSAGERIES MARITIMES	On 27th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	ANDALUSIA	Ger. str.	k. w.	Helfer	HAMBURG-AMERIKA LINIE	On 8th Feb.
MARSEILLES, HAMBURG & ANTWERP, &c.	SUEVIA	Ger. str.	k. w.	Dehnicke	HAMBURG-AMERIKA LINIE	On 26th Feb.
MARSEILLES, DUNKIRK, A'WERP, R'DAM & BREMEN &c.	MARK	Ger. str.	—		MELCHERS & Co.	Middle of Mar.
HAVRE, EMDEN & HAMBURG, &c.	SILESIA	Ger. str.	k. w.	Christiansen	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE, BREMEN & HAMBURG, &c.	O. J. D. AHLERS	Ger. str.	k. w.	Frerichs	HAMBURG-AMERIKA LINIE	On 21st Feb.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PREUSSEN	Ger. str.	k. w.	Luebcke	HAMBURG-AMERIKA LINIE	On 13th Feb.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSEN KAISHA	On 22nd inst., at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	SHIDZUOKA MARU	Jap. str.	—	Irizawa	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND.	CARDIGANSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	About 5th Feb
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	SAXONIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERIKA LINIE	On 6th Feb.
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON	LUETZOW	Ger. str.	—	H. Tertor	MELCHERS & Co.	On 21st inst., at 10 A.M.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c	KOEBBER	Aus. str.	—		SANDER, WIELER & Co.	To-day, at 4 P.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c.	CHINA	Aus. str.	—		SANDER, WIELER & Co.	About 2nd Feb.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	SHIRLEY	Am. str.	—	Hopley	ARNHOLD, KARBERG & Co.	On 17th inst.
BOSTON & NEW YORK	KAFUE	Am. str.	—	Leslie	THE BANK LINE, LTD.	On 23rd inst.
BOSTON & NEW YORK	EGREMONT CASTLE	Brit. str.	—		DODWELL & Co., LTD.	About 5th Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	F. L. Davison	CANADIAN PACIFIC R. Co.	To-day, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 5th Feb., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	E. Bent	TOYO KAISEN KAISHA	On 17th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 27th inst., at 1 P.M.
SAN FRANCISCO	INDRASAMHA	Brit. str.	—	J. P. Jones	JARDINE, MATHESON & Co., LD.	About 16th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERSIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 7th Feb., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	A. Hurtzig	MELCHERS & Co.	On 24th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 30th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 11th Feb., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 3rd Feb.
JAPAN	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
YOKOHAMA & KOBE	EURYALUS	Brit. str.	—	Innes	JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon.
YOKOHAMA & KOBE VIA SHANGHAI	VORWAERTS	Aus. str.	—		SANDER, WIELER & Co.	About 31st inst.
KOBE & YOKOHAMA	IYO MARU	Jap. str.	—	Hirase	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
KOBE	PRINZ WALDEMAR	Ger. str.	—	O. Jurany	MELCHERS & Co.	About 3rd Feb.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	To-day, at 2 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathral	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	WINGSANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & Co., LD.	On 17th inst., at 3 P.M.
SHANGHAI & TSINGTAU	KANCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th inst., at M'night.
SHANGHAI, KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI VIA SWATOW	CHOYSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD.	On 18th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA	O. J. D. AHLERS	Ger. str.	k. w.	Frerichs	HAMBURG-AMERIKA LINIE	On 19th inst.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEBEN	Ger. str.	—	A. Ahlborn	MELCHERS & Co.	About 22nd inst.
SHANGHAI & TSINGTAU	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 24th inst., at M'night.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOBE	Brit. str.	—	D. Asbury	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	MAGELLAN	Fren. str.	—		MESSAGERIES MARITIMES	On 25th inst.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, KOBE & MOJI	TOKILLA	Brit. str.	—	C. J. Swanson, R.N.R	DAVID SASSOON & Co., LTD.	On 28th inst.
SHANGHAI	BOHEMIA	Aus. str.	—		SANDER, WIELER & Co.	On 1st Feb., at 6 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YEDDO	Swed. str.	—		ARTHUR NILSSON & Co.	Beginning of March.
SHANGHAI	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
NINGPO & SHANGHAI	WUHU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashiro	OSAKA SHOSEN KAISHA	On 21st inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 19th inst., at 10 A.M.
SWATOW & AMOY	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 17th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 20th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 23rd inst., at 11 A.M.
MANILA	CHIPSHING	Brit. str.	—	T. M. Meyrick	JARDINE, MATHESON & Co., LD.	On 17th inst., at 2 P.M.
MANILA, CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 22nd inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Relfe	JARDINE, MATHESON & Co., LD.	On 24th inst., at 2 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 31st inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 20th inst., at D'light.
BOMBAY VIA SINGAPORE & COLOMBO	PENANG MARU	Jap. str.	—	Murazumi	NIPPON YUSEN KAISHA	On 21st inst.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	ONSANG	Brit. str.	—	Carle	JARDINE, MATHESON & Co., LD.	On 20th inst., at Noon.
SINGAPORE, PENANG, & CALCUTTA	ABRATOON APCAR	Brit. str.	—	Walker	DAVID SASSOON Co., LTD.	On 2nd inst.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., LD.	On 23rd inst., at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KANAGAWA MARU	Jap. str.	—	M. Machida	NIPPON YUSEN KAISHA	On 24th inst.
JESSELTON, KUDAT & SANDAKAN	HORNBO	Ger. str.	—	J. Koehler	MELCHERS & Co.	On 4th Feb., at 9 A.M.
SANDAKAN	HINSANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon
HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 17th inst., at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL	
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	Moji 20 Jan. N'saki	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.
EMPRESS OF INDIA	Thurs. 5 Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	26 Feb.	4 Mar.	11 Mar.
EMPRESS OF ASIA	Thurs. 19 Feb.	22 Feb.	23 Feb.	25 Feb.	27 Feb.	8 Mar.	14 Mar.	21 Mar.
EMPRESS OF JAPAN	Thurs. 5 Mar.	8 Mar.	10 Mar.	12 Mar.	14 Mar.	26 Mar.	1 Apr.	8 Apr.
EMPRESS OF RUSSIA	Thurs. 19 Mar.	22 Mar.	23 Mar.	25 Mar.	27 Mar.	5 April.	12 April.	18 April.

From L'POOL		From VANCOUVER						
Liverpool	St. John, N.B.	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
20 Dec.	27 Dec.	EMPRESS OF ASIA	1 Jan.	12 Jan.	13 Jan.	15 Jan.	17 Jan.	20 Jan.
3 Jan.	10 Jan.	EMPRESS OF JAPAN	15 Jan.	29 Jan.	30 Jan.	1 Feb.	3 Feb.	6 Feb.
17 Jan.	23 Jan.	EMPRESS OF RUSSIA	29 Jan.	9 Feb.	10 Feb.	12 Feb.	14 Feb.	17 Feb.
—	—	MONTEAGLE	19 Feb.	7 Mar.	10 Mar.	Moji 12 Mar.	15 Mar.	18 Mar.
21 Feb.	27 Feb.	EMPRESS OF INDIA	5 Mar.	19 Mar.	20 Mar.	N'saki 22 Mar.	24 Mar.	27 Mar.

PASSAGE RATES—HONGKONG TO LONDON.

VIA ST. JOHN, N.B. VIA NEW YORK.

EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across Canada £6 additional.	£65 — £43 —	£65 — £45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
†SHANGHAI, KOBE and MOJI	"KUTSANG"	Thursday, 15th Jan., 2 P.M.
†SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 17th Jan., Noon.
‡SINGAPORE, PENANG & CALCUTTA	"HINSANG"	Saturday, 17th Jan., Noon.
‡SANDAKAN	"CHIPSHING"	Saturday, 17th Jan., 2 P.M.
*MANILA, SHANGHAI VIA SWATOW	"WINGSANG"	Saturday, 17th Jan., 3 P.M.
†SHANGHAI VIA SWATOW	"CHOYSANG"	Sunday, 18th Jan., D'light.
†SHANGHAI, PENANG & CALCUTTA	"ONSANG"	Tuesday, 20th Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Friday, 23rd Jan., Noon.
SINGAPORE, MANILA	"YUENSANG"	Saturday, 24th Jan., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUIISANG," "Lovat," "Yatshing" and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all recent improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau&N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kud.t, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch.

Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 15th January, 1914. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "EURYALUS," 3,570 tons gross, Captain Innes, will be despatched for YOKOHAMA and KOBE on the 17th Jan., at Noon, taking Cargo and Passengers at Current Rates.

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Telephone No. 215.

Hongkong, 13th January, 1914. [41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF AIRLIE"	About 28th Feb.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"CARDIGANSHIRE"	About 5th Feb
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"RADNORSHIRE"	About 8th Mar.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 5th January, 1914 [49

SHIPPING

ARRIVALS.

CHILDAR, Norwegian str., 1,102, H. Nielsen, 14th January—Bangkok 4th January, Rice.—Thoresen & Co.

CHOISANG, British str., 1,424, M. Courtney, 13th January—Shanghai 10th January, General.—Jardine, Matheson & Co.

DAIGI MARU, Japanese str., 849, S. Takushige, 14th January—Tamsui 11th January, General. — Osaka Shosen Kaisha.

GOLDENFELS, German str., 4,704, P. Diedrichsen, 14th January—Shanghai 10th January, General.—Hamburg-Amerika Linie.

HAITAN, British str., 1,182, J. S. Roach, 14th January—Swatow 13th January, General.—Douglas Lapraik & Co.

HITACHI MARU, Japanese str., 4,163, T. Sato, 14th January—Shanghai 11th January, General.—Nippon Yusen Kaisha.

HOKUSEI MARU, Japanese str., 1,180, M. Kudo, 13th January—Chunkiang, Oil.—Order.

IYO MARU, Japanese str., 3,918, S. Hirase, 14th January—Singapore 8th January General.—Nippon Yusen Kaisha.

KEEMUN, British str., 5,866, J. H. Callister, 14th January—Shanghai 11th January, General.—Butterfield & Swire.

KWANGTAH, Chinese str., 1,536, Stewart, 14th January—Shanghai 11th January, General.—Chinese.

ONSANG, British str., 1,787, Pickmell, 13th January—Hongay 10th January, Coal.—Jardine, Matheson & Co.

PAKLAT, German str., 1,018, J. Wenzel, 12th January—Bangkok and Swatow 12th January, Rice.—Butterfield & Swire.

PETCHABURI, German str., 1,373, M. Gosewisch, 14th January—Bangkok and Swatow 13th January, Rice.—Butterfield & Swire.

TAITO MARU, Japanese str., 2,950, Ishikawa, 13th January—Keelung 11th January, General. — Osaka Shosen Kaisha.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

January 14th.

BELGRAVIA, German str., for Yokohama.

GOLDENFELS, German str., for Hamburg.

ICHANG, German str., for Hongay.

LOKSANG, British str., for Foochow.

KEEMUN, British str., for Singapore.

KWANGTAH, Chinese str., for Canton.

TRIUMPH, German str., for Hoihow.

DEPARTURES.

January 14th.

ARIAKA MARU, Japanese str., for Miike.

EUROPA MARU, Japanese str., for Moji.

GLENSTRAE, British str., for London.

HAIMUN, British str., for Swatow.

KAIJO MARU, Jap. str., for Foochow.

NIKKO MARU, Japanese str., for Y'hama.

NIPPON MARU, Jap. str., for San F'cisco.

SHANSI, British str., for Shanghai.

SUISANG, British str., for Kobe.

TANGO MARU, Jap. str., for Sydney.

TAITO MARU, Jap. str., for Formoso.

TEAN, British str., for Manila.

YI LOONG, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Haitan*, from Swatow, etc., Mr. Harvey, Mr. Bock, Mr. Yamgan, Mr. E. Thomas, Mr. Zinsengan, Mrs. Merlin, Rev. F. E. Martimas, Dr. Forster, Mr. Tennant and Dr. Newman.

Per *Iyo Maru*, for Hongkong, from Singapore, etc., Mrs. A. Forbes, Mr. H. P. Destelang, Dr. and Mrs. E. P. Wolfe, Miss A. B. Greig, Miss L. S. Greig and Mr. R. Yokoyama.

Per *Hitachi Maru*, for Hongkong, from Shanghai, etc., Mrs. K. Suda and 2 children, Miss M. K. Gordon, Miss S. M. Baker, Mr. F. W. Tfaff, Mr. A. C. Hutchison, Mr. S. Shinohara, Mr. G. Saito, Mr. M. Tanaka, Mr. S. Wakamoto, Miss T. Wakamoto, Mr. J. Lake and Mr. A. K. Taylor.

DEPARTED.

Per *Nikko Maru*, for Japan, etc., Mr. and Mrs. Hayakawa and child, Mr. J. Goodsall, Miss E. M. Wilson, Miss S. Sweeney, Mrs. Peeke Smith and infant, Miss Rejors, Mr. John Blake, Mr. A. Okuda and Mr. J. Awamuru.

Per *Tango Maru*, for Australia, etc., Mr. K. Uematsu, Mr. and Mrs. Gordon, Mrs. R. F. Mitchell and infant, Miss Symes, Miss Johnson, Mrs. Syme, Mr. J. A. Gore, Miss Ballister, Mrs. Carton, Mrs. Quiroga, Miss Puerta, Rev. G. Gastrillo, Rev. A. Melcon, Mr. H. G. Shaw, Mr. Wightman, Mr. W. W. Bridge, Mr. Beattie, Miss Jack, Mrs. D. Livingstone and infant, Messrs. John Moses, D. Livingstone, T. Edwards and E. Elliot.

Per *Nippon Maru*, for San Francisco, etc., Mr. F. Donnison, Mr. W. S. Poor, Mr. C. W. Rosenstock, Mr. and Mrs. W. G. Pittam, Mr. F. F. Millard, Mr. and Mrs. E. Nievergelt, Mr. Mobley, Mr. and Mrs. J. E. Norton and child, Mr. H. L. Conder, Mr. C. E. Meyer, Dr. B. Richardson, Mr. and Mrs. P. J. Beveridge, Mr. and Mrs. Hedemann, Mr. R. M. Traver, Mr. E. Burke, Mr. L. W. Hennessy, Mr. and Mrs. G. E. Drew, Mr. A. Pfiffner, Mr. W. J. Little, Mr. and Mrs. J. Henning and Mr. Sam Stokes.

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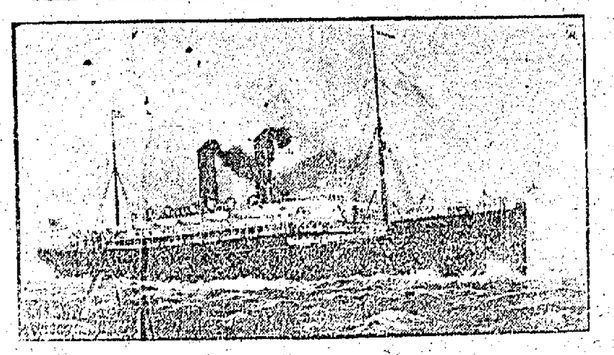
STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	TONS	SAILING
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 P.M.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	
SIBERIA	18,000	
CHINA	10,200	
MANCHURIA	27,000	
NILE	11,000	

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and hence direct to Nagasaki.

HONGKONG—MANILA SERVICE.

FROM HONGKONG.			FROM MANILA.		
Leave Hongkong.		Arrive Manila.	Leave Manila.		Due Hongkong.
7th Feb. ...	PERSIA ...	9th Feb.	27th Jan. ...	PERSIA ...	29th Jan.

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R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

Panama-Pacific International Exposition—San Francisco—1915. [25

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched to SHANGHAI, KOBE and MOJI on 28th January.

S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 1st February.

WESTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th January.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched as above on 1st February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, 13th January, 1914. '49

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO" ...	7,200 ...	Beginning of March.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

ARTHUR NILSSON & Co., YORK BUILDINGS, TOP FLOOR.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN ...	On 26th January.
MARSEILLES VIA PORTS ...	DUMBEA ...	On 27th January.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

S. C. de BUSSIERRE, ACTING AGENT, QUEEN'S BUILDING.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:		FROM COLOMBO:
31st January, 1914.	Connecting with "KATANGA"	16th February, 1914.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" Middle of March.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED, MANAGING AGENTS.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 15TH JAN., 1914.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*
FRIDAY, 16TH JAN., 1914.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN.*

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 18TH JANUARY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:

SALOON Single $3, Return $5. | 1ST CLASS Single $1.50, Return $2. | 2ND CLASS Single $1, Return $1.50

Staterooms:—Saloon $1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *SUI AN*, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. *HOI SANG*, 457 tons.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD., Hotel Mansions (First Floor), opposite the Blake Pier. [42

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
‡ "CHICAGO MARU" ...	I. Goto ...	THURSDAY, 22nd Jan., at 1 P.M.
† "CANADA MARU" ...	H. Yamamoto ...	
‡ "TACOMA MARU" ...	T. Hamada ...	
† "PANAMA MARU" ...	J. Kanso ...	
‡ "SEATTLE MARU" ...	T. Saito ...	
† "MEXICO MARU" ...	N. Kobayashi ...	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE. PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU" ...	T. Yamaguchi ...	TUESDAY, 20th Jan., at D'light.
"INDO MARU"	K. Komiya ...	
"JAVA MARU"	K. Hori ...	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAIJO MARU" ...	Y. Yamamoto ...	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 18th Jan., at 10 A.M.
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 25th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashira ...	WED'DAY, 21st Jan., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashira ...	FRIDAY, 16th Jan.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA, MANAGER,

Second Floor No. 1 Queen's Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd Jan., 4 P.M.
RUBI	4000	J. Miller... ...	Manila, Mangarin, Cebu and Iloilo	On 31st Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th January, 1914. PHILIPPINES S.S. Co. [7

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	HITACHI MARU Capt. T. Sato,	12,500	THURSDAY, 15th Jan., at 10 A.M.
	MIYAZAKI MARU Capt. Soyeda,	16,000	WED'DAY, 28th Jan., at D'light.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ SHIDZUOKA MARU Capt. Irizawa,	12,500	TUESDAY, 27th Jan., at Noon.
	§ TAMBA MARU Capt. Teranaka,	12,500	TUESDAY, 10th Feb., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Takeda,	9,600	WED'DAY, 11th Feb., at Noon.
	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, 11th Mar., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ KANAGAWA MARU Capt. M. Machida,	12,500	SATURDAY, 24th January.
BOMBAY via SINGAPORE, and COLOMBO	‡ PENANG MARU Capt. Murazumi,	8,000	WED'DAY, 21st January.
KOBE and YOKOHAMA	IYO MARU Capt. Hirase,	12,500	THURSDAY, 15th Jan., at 11 A.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Tozawa,	5,000	TUESDAY, 27th January.
NAGASAKI, KOBE and YOKOHAMA			
SHANGHAI, KOBE and YOKOHAMA	‡ SANUKI MARU Capt. Deguchi,	12,500	SATURDAY, 17th January. Cargo only.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER.	TONS	SAILS WEDNESDAY	
MIYASAKI MARU ...	16,000	"	28th January.
KITANO " ...	16,000	"	11th February.
IYO " ...	12,500	"	25th February.
HIRANO " ...	16,000	"	11th March.
KATORI " ...	20,000	"	25th March.
KAMO " ...	16,000	"	8th April.
KASHIMA " ...	20,000	"	22nd April.

FOR AMERICA.

STEAMER.	TONS	SAILS TUESDAY	
SHIDZUOKA MARU ...	12,500	"	27th January.
TAMBA " ...	12,500	"	10th February.
AKI " ...	12,500	"	24th February.
SADO " ...	12,500	"	10th March.
YOKOHAMA " ...	12,500	"	24th March.
AWA " ...	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 8—9—10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN ...	Feb. 13	Feb. 19
Jan. 22	DEVANHA ...	Jan. 27	Jan. 31	MOREA	Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA ...	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA ...	Apr. 10	Apr. 16
Mar. 19	DEVANHA ...	Mar. 24	Mar. 28	MEDINA	Apr. 24	April 30
Apr. 2	ARCADIA ...	Apr. 7	Apr. 11	MONGOLIA ...	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN ...	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59.	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

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PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA, Capt. W. R. Hickey	About 16th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*EGYPT*, Capt. F. R. Summers	Noon, 17th Jan.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	BORNEO, Capt. P. S. Rim, R.N.R.	About 21st Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE, Capt. D. Asbury	About 24th Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th January, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LUCHOW"	On 15th Jan., 4 P.M.
HAIPHONG	"KAIFONG"	On 17th Jan., 10 A.M.
NINGPO & SHANGHAI	"WUHU"	On 17th Jan., 4 P.M.
SHANGHAI and TSINGTAU	"KANCHOW"	On 17th Jan., M'night.
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 20th Jan., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 20th Jan., 4 P.M.
SHANGHAI	"ANHUI"	On 22nd Jan., 4 P.M.
SHANGHAI & TSINGTAU	"CHENAN"	On 24th Jan., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 28th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**

Hongkong, 15th January, 1914. TELEPHONE 36. AGENTS. [5

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
* "HAIMUN"	Capt. J. W. Evans	SATURDAY, 17th Jan., at 2 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th Jan., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 23rd Jan., at 11 A.M.

* The S.S. "Haimun" will not call at Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th January, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	15th January.	On 30th Jan., 10 A.M.
EMPIRE	31st January.	On 27th Feb., 10 A.M.
ST. ALBANS	21st February.	On 20th Mar., 10 A.M.
EASTERN	14th March.	On 9th Apr., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN, to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. O. J. D. AHLERS	19th Jan.
S.S. SPEZIA	28th Jan.
S.S. SAXONIA	4th Feb.
S.S. SCANDIA	14th Feb.
S.S. HOERDE	28th Feb.
S.S. BADEN	10th Mar.
S.S. SUEDMARK	12th Mar.
S.S. BRISGAVIA	25th Mar.

For Further Particulars, apply to—

HOMEWARD.

FOR HAVRE, EMDEN & HAMBURG:
S.S. SILESIA .. 25th Jan.
FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or).
S.S. SAXONIA ... ... 6th Feb.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ANDALUSIA ... 8th Feb
FOR ROTTERDM, BREMEN & HAMBURG:
S.S. PREUSSEN ... 13th Feb.
FOR HAVRE, BREMEN & HAMBURG:
S.S. O. J. D. AHLERS .. 21st Feb.
FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SUEVIA ... ... 26th Feb.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th January, 1914. [6

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots...	SATUR., 17th Jan.
* HONGKONG MARU	... 11,000—18 knots ...	...TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots...	
CHIYO MARU	22,000—21 knots...	
* NIPPON MARU	... ... 11,000—18 knots ...	...

* via MANILA. Omitting Shanghai.
All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	... ...17,000—14 knots ...	...TUESDAY, 3rd February, 1914.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [237

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Furthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
461 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 15th January, at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "CHINA," 11,800 tons, will leave as above about 2nd February.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.

TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st February, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st January.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Princes' Building.

Hongkong, 5th January, 1914 [43

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"LUETZOW." Capt. H. TEXTOR,	17,300	Wed'day, 21st Jan., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN." Capt. A. Ahlborn,	17,300	About Thursday, 22nd Jan.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. A. HURTZIG,	6,750	Saturday, 24th Jan., at 9 A.M.
KOBE	"PRINZ WALDEMAR," Capt. O. JURANY,	6,100	About Tuesday, 3rd Feb.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Wed'day, 4th Feb., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken. [3

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"PRINZ LUDWIG" Capt. F. VON BINZER.	18,300	TONS ON FEBRUARY 3RD.
"GOEBEN" Capt. A. AHLBORN.	17,300	" ON FEBRUARY 18TH.
*"DERFFLINGER" Capt. F. PROESCH.	17,250	" ON MARCH 3RD.
"KLEIST" Capt. L. MAASS.	17,000	" ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH" Capt. C. MUNDT.	17,000	" ON MARCH 31ST.
"YORCK" Capt. F. LOESER.	17,000	" ON APRIL 15TH.
*"PRINCESS ALICE" Capt. J. BORTFELDT.	20,300	" ON APRIL 28TH.

*THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED. [48

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about
"MARK"	2nd Febr.
"TUEBINGEN"	16th Febr.
"LOTHRINGEN"	2nd March.
"THUERINGEN"	16th March.
"FRANKEN"	30th March.
"GOETTINGEN"	13th April.

HOMEWARD.

FOR MARSEILLES, DUNKIRK, ANTWERP ROTTERDAM AND BREMEN/HAMBURG:
S.S. "MARK" about Middle of March.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN:
S.S. "TUEBINGEN" about End of March.
FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "LOTHRINGEN" about Middle of April.
FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN:
S.S. "THUERINGEN" about Beginning of May.
FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "FRANKEN" about Middle of May.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN
S.S. "GOETTINGEN," about Beginning of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS.

Hongkong, 19th December, 1913. [118

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,500 i.h.p., Comdr. A. Cochrane, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Yangtse.
Britomart, gunboat, 710 tons, 900 h.p, Lieut Comdr. W. H. Darwall, Yangtse.
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Captain Hugh P. E. T. Williams.
Cherub, water tank and tug, 390 tons, 340 i.h.p., Hongkong
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Yangtse.
Colne, T.B.D., 560 tons, guns 4-12 pr., i.h.p., 7,500 f.d., sub-Lieut. Bakewell.
Cholmer, T.B.D., 560 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Hongkong
Hampshire, 10,850 tons, 21,000 f.d., 14 guns Capt. Marcus Rowley Hill, Colombo.
Jed, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Mulock, Taipo.
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Hongkong.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, C.B.,) 27,000 i.h.p., Capt. E. B. Kiddle, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, 300 i.h.p, Lt.-Comdr. Alan Dixon.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Powlett, Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, R.N.
Kennet, T.B.D., 550 tons, 4 guns, 12 pr., i.p.h., 7,500 f.d., Lieut. E. K. Boddham Whetham, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. Wilkinson, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for Submarines, 980 tons, 1,400 i.h.p., Lieut. Commr. F. A. Cromie, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 2,400, h.p., Lieut.-Comdr. I. A. S. Hutton, Hongkong
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Maurice B. Leslie.
Tamar, receiving ship, 4,650 tons, 6 guns. Commodore E. Anstruther, C.M.G., Hongkong.
Triumph, battleship, 11,985 tons, 12,500 i.h.p., Captain Philip Streatfield, M.V.O., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford.
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr, H. R. N. Cottrell-Dormer. cruising.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Taipo.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. F. Borrett.
Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lt.-Comdr. M. B. R. Blackwood.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Shanghai.

Submarines:—
C. 36, D. J. McGillewie, Lieut.-Comdr.
C. 37, J. A. Gaimes, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.
T.B. 035, Lieut.-Comdr. Handley.
T.B. 036, Lieut.-Comdr. Barton.
T.B. 037, Lieut.-Comdr. Nicol.
T.B. 038, Lieut.-Comdr. Seymour.

NO SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE 1913. With INDEX. Price $7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 30th July, 1913.

HOEHL Extra Dry
gout americain

OBTAINABLE FROM
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.

Hongkong, 12th January, 1914. [36-22

NATURA MILK

LION BRAND

BEST STERILIZED MILK
ON THE MARKET.
$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 12th January, 1914. [36-45

KAYSER'S PAINTS

"PERFECT" POWDER PAINTS,
OIL PAINTS,
DRY PAINTS,
SHIP'S PAINTS,
VARNISHES.

ARE WORLD RENOWNED.

KAYSERWERKE KAYSER & CO.,
LUEBECK.

General Agent for Hongkong and China:
HUGO C. A. FROMM,
HONGKONG.

Hongkong, 12th January, 1914. [36-29

POST OFFICE NOTICE.

The *Devanha*, with the ENGLISH MAIL, left Singapore on Sunday, the 11th inst., at 6 a.m., and is due to arrive here to-morrow, at 6 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 10th ult., and for despatch overland on the 17th ult.

The *Egypt*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 27th ult., is due to arrive here to-morrow.

FOR	PER	DATE
Hoihow, Pakhoi *Haiphong, and *Saigon	*Triumph*	Thursday, 15th, 8.00 A.M.
Straits and *Ceylon	*Hitachi Maru*	Thursday, 15th, 9.00 A.M.
Saigon	*Kjeld*	Thursday, 15th, 9.00 A.M.
Japan via Kobe	*Iyo Maru*	Thursday, 15th, 10.00 A.M.
Straits	*Goldenfels*	Thursday, 15th, 10.00 A.M.
Fort Bayard, Haiphong, Pakhoi and *Saigon	*Hue*	Thursday, 15th, 10.00 A.M.
SHANGHAI, NORTH CHINA JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	*Monteagle*	Thursday, 15th, Registration 10.00 A.M.; Registration, Kowloon B.O. 9.00 A.M.; Letters 10.30 A.M.
Shanghai, North China & Japan via Kobe	*Kutsang*	Thursday, 15th, 1.00 P.M.
Saigon	*Derwent*	Thursday, 15th, 1.00 P.M.
Straits, *Ceylon and *India via *Tuticorin	*Koerber*	Thursday, 15th, 3.00 P.M.
*Shanghai and *North China	*Luchow*	Thursday, 15th, 3.00 P.M.
Saigon	*Pheumpenh*	Thursday, 15th, 3.00 P.M.
SHANGHAI, AND NORTH CHINA (EUROPE VIA SIBERIA)	*Devanha*	Friday, 16th, 4.00 P.M.
Haiphong, Pakhoi and Saigon	*Kaifong*	Saturday, 17th, 9.00 A.M.
*Straits and *India via Calcutta	*Namsang*	Saturday, 17th, 10.00 A.M.
Sandakan	*Hinsang*	Saturday, 17th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO (EUROPE via SIBERIA)	*Tenyo Maru*	Saturday, 17th, Registration 9.30 A.M.; Registration, Kowloon B.O. at 9.00 A.M.; Letters 10.00 A.M.
Batavia, Cheribon, Semarang and Soerabaya	*Tjibodas*	Saturday, 17th, 10.00 A.M.
*Japan via *Yokohama	*Euryalus*	Saturday, 17th, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON, Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel mail will be closed to-morrow, at 5 p.m.	*Egypt*	Saturday, 17th, Printed Matter and Samples 10.00 A.M.; Registration 10.15 A.M.; Registration with late fee of 10 cents up to 11.00 A.M.; Registration, Kowloon B.O. 9.30 A.M.; Letters 11.00 A.M.
Swatow and Amoy	*Haimun*	Saturday, 17th, 1.00 P.M.
Philippine Islands	*Chipshing*	Saturday, 17th, 1.00 P.M.
*Shanghai and *North China	*Wingsang*	Saturday, 17th, 2.00 P.M.
*Ningpo, *Shanghai and North China	*Wuhu*	Saturday, 17th, 3.00 P.M.
SHANGHAI, NORTH CHINA and TSINGTAU (EUROPE via SIBERIA)	*Kanchow*	Saturday, 17th, 5.00 P.M.
Swatow and Shanghai	*Choysang*	Saturday, 17th, 5.00 P.M.
Swatow, Amoy and Formosa via Tamsui	*Daigi Maru*	Sunday, 18th, 9.00 A.M.
Swatow Amoy and Foochow	*Haiching*	Tuesday, 20th, 10.00 A.M.
Straits, and India via Calcutta	*Onsang*	Tuesday, 20th, 11.00 A.M.
Shanghai and North China	*Liangchow*	Tuesday, 20th, 3.00 P.M.
Philippine Islands	*Sungkiang*	Tuesday, 20th, 3.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES	*Lutzow*	Wednesday, 21st, Printed Matter and Samples 8.30 A.M.; Registration 8.30 A.M.; Registration, Kowloon B.O. 8.00 A.M.; Letters 9.00 A.M.
*Shanghai and *North China	*Anhui*	Thursday, 22nd, 3.00 P.M.
Philippine Islands	*Zafiro*	Thursday, 22nd, 3.00 P.M.
Swatow, Amoy and Foochow	*Haiyang*	Friday, 23rd, 10.00 A.M.
Straits and India via Calcutta	*Yatshing*	Friday, 23rd, 11.00 A.M.
PHILIPPINE ISLANDS, YAP, MARONN, FRIEDRICH WILHELMSHAFEN, RABAUL, HERBERTSHOHE, MATUPI, AUSTRALIA, TASMANIA AND NEW ZEALAND VIA BRISBANE	*Prinz Sigismund*	Saturday, 24th, 8.00 A.M.
Philippine Islands	*Yuensang*	Saturday, 24th, 1.00 P.M.
SHANGHAI, NORTH CHINA and TSINGTAU (EUROPE VIA SIBERIA)	*Chenan*	Saturday, 24th, 5.00 P.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).	*Dumbea*	Tuesday, 27th, Printed Matter and Samples 10.00 A.M.; Registration 10.15 A.M.; Registration with late fee of 10 cents up to 11.00 A.M.; Registration Kowloon B.O. 9.30 A.M.; Letters 11.00 A.M.
Philippine Islands	*Taming*	Wednesday, 28th, 3.00 P.M.

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.
January 14th.

ON LONDON:—
Telegraphic Transfer ...1/11⅝
Bank Bills, on demand ...1/11⅝
Bank Bills, at 30 days' sight ...1/11¾
Bank Bills, at 4 months' sight ...1/11⅞
Credits, at 4 months' sight ...1/11⅞
Documentary Bills 4 months' sight 1/11⅞

ON PARIS:—
Bank Bills, on demand ...244
Credits, at 4 months' sight ...249

ON GERMANY:—
On demand ...198

ON NEW YORK:—
Bank Bills, on demand ... 47
Credits, at 60 days' sight ... 48

ON BOMBAY:—
Telegraphic Transfer ...143¾
Bank, on demand ...144

ON CALCUTTA:—
Telegraphic Transfer ...143¾
Bank, on demand ...144

ON SHANGHAI:—
Bank, at sight ...73⅞
Private, 30 days' sight ...74⅞

ON YOKOHAMA:—On demand ...94½
ON MANILA:—On demand—Pesos—95
ON SINGAPORE:—On demand ...82⅜
ON BATAVIA:—On demand ...116⅜
ON HAIPHONG:—On demand ...1 % pm.
ON SAIGON:—On demand ... ¾ "
ON BANGKOK:—On demand ...80
SOVEREIGNS, Bank's Buying Rate ...$10.30
GOLD LEAF, 100 fine, per tael ...$54.40
BAR SILVER, per oz. ...26⅜

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$11.60 discount.
Chinese	10 "	$11.90 "
Hongkong	20 "	$ 7.90 "
Hongkong	10 "	$11.58 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
December 26th.	January 10th.
December 27th.	January 12th.

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SHARE LIST.—QUOTATIONS.

HONGKONG, 14TH JANUARY, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$795, buyers; L'don £80 10 -	5½ p.c.
China Borneo Company, Limited	60,000	$12	all	$10, buyers	8½ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4½, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$9, sales	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 132½	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$8, buyers	
Dairy Farm Company, Limited	40,000	$7½	all	$29½	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	83½, sal. & sel.	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$74, buyers	3 p.c.
New Amoy Dock Co., Limited	10,000	$6¼	all	$8½	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 57½, buyers	
S'hai. and Hongkew Wharf Co., Ld.	36,000	Tls. 100	all	Tls. 109	
Green Island Cement Co., Limited	400,000	$10	all	$6½, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$49, sellers	4 p.c.
Hongkong Hotel Company Limited	12,000	$50	all	$118, buyers	5 p.c.
	8,000		$25	$92, sal. & buy.	
Manila Metropole Hotel, Limited	15,000	Ps. 10	all	P6½, sellers	
Hongkong Ice Company, Limited	5,000	$25	all	$187, buyers	5½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$22½	9½ p.c.
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$5	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	7/6	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$323	6 p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$160½	6¾ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$380, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 133	
Union Insurance Society, Limited	12,400	$250	$100	$805, sellers	6¼ p.c.
Yangtsze Insurance Association, Ld	12,000	$100	$50	$192½, @ Ex 75	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$115, sellers	6¼ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9½, sellers	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$45, buyers	7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls 50	all	Tls. 91	
West Point Building Co., Limited	12,500	$50	all	$67, buyers	5¾ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 31½, buy, 32, sellers	
MINING.—					
Chinese Engineering and M. Co., Ld	1,000,000	£1	all	37/6	
Heawood Tin and Rubber Estate, Ld.	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.10, buyers	
Tronoh Mines, Limited	160,000	£1	all	35/-, sel./34/-, buy.	
Peak Tramways Co., Limited	25,000	$10	all	$10½	7¾ p.c.
	50,000	$10	$1	$0.95	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$95, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$31, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$10, sellers	
Douglas Steamship Co., Limited	20,000	$50	all	$39, sellers	5 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	[illegible]	7½ p.c.
Indo-China Steam Navigation Co. Ld	60,000 pref. / 60,000 def.	£5	all	$80, sel. L'don £7. 15/-	
Shell Transport & Trading Co., Ld	2,500,000	£1	all	97/6, sales	6 p.c.
Star Ferry Company, Limited	40,000	$10	all	$15, buyers	3½ p.c.
South China Morning Post, Limited	6,000	$25	all	$22, sellers	
Steam Laundry Company, Limited	20,000	$5	all	$4¼, sellers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$9½, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$8, sellers	
Union Waterboat Co., Limited	50,000	$10	all	$17, sales	5½ p.c.

Para Rubber in London ... 3/-¾ per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

TO-NIGHT

9.15 p.m.—The Court Cards at the Theatre Royal.

FORTHCOMING EVENTS.

Monday, 19th Jan.:—
5.30 p.m.—Hongkong Football Challenge Shield Meeting at the Jardine, Matheson & Co., Ltd.'s Office.

Wednesday, 28th Jan.:—
11.30 a.m.—Hongkong Land Reclamation Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
11.45 a.m.—West Point Building Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
Noon—Hongkong Land Investment & Agency Co., Ltd., Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
12.30 p.m.—Hongkong Hotel Co., Ltd., Extraordinary General Meeting.

Tuesday, 10th Feb.:—
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd., Meeting of Shareholders.

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